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POST-CAPTAINS,

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ROYAL NAVAL BIOGRAPHY.

POST-CAPTAINS OF 1806, *continued.*

JOHN SYKES, Esq.

A son of the late James Sykes, Esq. Navy Agent, of Arundel Street, Strand, London.

This officer was one of Captain Vancouver's midshipmen, in the Discovery, during a voyage round the world, already noticed at p. 200, *et. seq.* of Vol. II. Part. I. He obtained his first commission in 1795, and was made a Commander in 1800. His post commission bears date Jan. 22d, 1806; previous to which he had commanded the Hecla bomb, and the Nautilus sloop of war. The former vessel formed part of the squadron under Captain, (now Rear-Admiral) Robert Dudley Oliver, at the bombardment of Havre, in July and Aug. 1804, on which occasions his conduct was highly meritorious, as will be seen by the following official letters:

"*Melpomene, off Havre, July* 24, 1804.

"My Lord.—Since my letter to your Lordship of the 17th instant, we had light and very variable winds for three days, which were succeeded by a gale from the northward, when the bombs had some difficulty to keep clear of the shore. Yesterday, the wind having got to the S.W., I stood in with the squadron, and at 11 made the signal for the bombs to try their range; they placed themselves with the utmost precision immediately off the pier-heads, and at a quarter past 11 began a most tremendous fire of shells and carcasses, which was continued without intermission for an hour and a half; in a very few minutes the town was observed to be on fire, and as the pier was very full of vessels, it is impossible but they must have suffered considerably. The vessels which had been outside the pier during the bombardment of the 16th, were so much annoyed as to retire, some into the pier, and some up the river; one of them was towed on shore under the batteries, and has since been taken to pieces. The enemy's mortar-batteries have been very considerably increased since the attack of the

16th; and although the fire from them on the bombs was as great as, I will venture to say, was ever experienced, they being considerably within range, yet it is with the most inexpressible pleasure I acquaint your Lordship, that not a man has been hurt. A shell passed through the mizen stay-sail of the Zebra, another carried away the spare top-sail-yard and two chain-plates of the Merlin, and grazed her side; and a 42-pound shot cut the spare top-mast and some other spars, and lodged in the booms of the Hecla; this is all the damage done." It is impossible for me to find words to express my admiration of the conduct of Captains Sykes, (Joseph) James, (Robert) Paul, and (William) Beauchamp*, and the other officers and crews of the bombs, for the able manner in which they placed and managed their vessels; and also of the officers and men of the royal artillery embarked on board of them, for the judicious manner in which they fired the shells."

"*Melpomene, off Havre, Aug.* 2, 1804.

"The wind having changed yesterday to the N.E. I determined to make another attack on the numerous vessels in Havre pier, as well as those which were moored outside, amounting to twenty-eight brigs and as many luggers; and stood in with the squadron as per margin†. At 7h 30' P.M., the bombs were well placed off the pier-heads, when they began a well-directed fire, which was kept up with great spirit for an hour and a half. The town was very soon observed to be on fire in two places; and seven brigs, which were on the outside of the pier, found it necessary to move; one lost her main-mast. As the wind came more off the land, and a strong ebb-tide setting out, I ordered the bombs to discontinue firing. At 9h 30', we anchored with the squadron about five miles from the light-houses. As the Explosion had fired away all her shells, and the Zebra most of her powder, I had them supplied from the Meteor; and at 5h 30' this morning got under weigh, and stood in with the squadron again: before 8, the bombs took up their position near the pier-heads, and kept up a constant fire for near three hours with shells and carcasses: so many shells burst on and about the piers, that the enemy's fire was observed latterly to slacken considerably, and it was evident they were in the greatest confusion; some brigs and luggers, however, got under weigh, and came out to endeavour to annoy the bombs, but all the other ships and vessels of the squadron were so well placed as to give chase to them immediately; and it was only by cutting away their boats, which were astern, and retreating very speedily into shoal water, that they escaped, but not before they had run the gauntlet of all the ships and cutters, and were very closely engaged for a considerable time by the Merlin, Favorite, Locust, and Hope; and on this occasion I feel parti-

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* The present Captain William Beauchamp Proctor.

† Melpomene frigate, Trusty of 50 guns, Magnanime 44, Ariad 20, Merlin and Favorite sloops, four bombs, one gun-brig, and four cutte

cularly indebted to Captains Brenton and Foote, and Lieutenants Lake and Dobbin, whose vessels were often during the action in very shoal water, with a falling tide; indeed nothing but the bad sailing of the Merlin prevented Captain (Edward Pelham) Brenton from cutting off the sternmost brig.

"The Locust lost her main-top-mast, but I have not heard of any other loss. The conduct of Captains Sykes, James, Paul, and Beauchamp, commanding the bombs on both these occasions, was highly meritorious; and although their ships were frequently struck, it gives me great pleasure to add that no lives have been lost. What damage may be done to the enemy by near 500 shells and carcasses thrown into the town and basin last evening and this morning, it is impossible to calculate; but I may, without vanity, say, that if the exertions of the enemy's flotilla be not much greater on our shore than on their own, we have little to dread from them. I cannot conclude without expressing my obligations to every officer and man employed in this squadron. I have the honor to be, &c.

(Signed) "R. DUDLEY OLIVER."

"*Right Hon. Lord Keith, K. B.*"

Since his promotion to post-rank, Captain Sykes has successively commanded the Diomede of 50 guns, Ardent 64, Adamant 50, and Ocean 80; the former bearing the flag of Sir Edward Nagle, when commander-in-chief at Guernsey; and the latter, the flag-ship of Lord Amelius Beauclerk, now in the river Tagus.

Captain Sykes married, in 1811, a daughter of Edward Earl, Esq. Chairman of the Board of Customs in Scotland: one of his sisters is the lady of Captain Richard Byron, C. B.

Agents.—Messrs. Stilwell.

JAMES WATSON, Esq.

Entered the naval service in 1776; received his first commission in May 1782; and was wrecked on Yarmouth Sands, while commanding the Mastiff gun-brig, Jan. 5, 1800. Being honorably acquitted of all blame on that occasion, he was immediately afterwards appointed to the Kent 74, bearing the flag of Lord Duncan; and at a subsequent period to command the Saxe Cobourg cutter, on the North Sea station, in which vessel he continued until his promotion to the rank of Commander, in Jan. 1801. During the remainder of the French revolutionary war he successively commanded the Volcano

bomb, and Hermes sloop. On the renewal of hostilities he was appointed to the Sea Fencibles at Hartlepool, where he remained until May 1804. His subsequent appointments were to the Epervier and Alonzo sloops, and he appears to have been constantly employed in the North Sea till his advancement to post-rank, Jan. 22d, 1806. In 1807 and the three following years we find him regulating the impress service at Dundee.

CHARLES JONES, Esq.

Was made a Lieutenant in 1793; and obtained post-rank, Jan. 22d, 1806. Towards the close of the late war he served as flag-captain to Sir Harry Neale, Bart. in the Royne, a second rate, and Ville de Paris, of 112 guns.

Captain Jones married, first, Feb. 16th, 1818, Anne, daughter of the late Rev. Mr. Newcombe, Vicar of Gresford, in Denbighshire; and 2dly, Mar. 4, 1824, Louisa, youngest daughter of the late Rev. Mr. Morgan, of Bath, and of Deane, in the county of Northampton.

Agents.—Messrs. Stilwell.

JOHN HANCOCK, Esq.

A Companion of the Most Honorable Military Order of the Bath:

This officer was born in 1766, and commenced his naval career at an early period of life, having embarked as a Midshipman on board the Vigilant 64, commanded by Captain (afterwards Sir Robert) Kingsmill, July 1st, 1778; from which period he appears to have been engaged in a constant series of very active services until the termination of hostilities with America, France, &c. in 1783. When only fifteen years of age, he saved the life of a young lad by jumping overboard and keeping him above water until a boat could be sent to his assistance.

The Vigilant formed part of Admiral Keppel's fleet, and was one of the ships principally engaged in the action off

Ushant, July 27th, 1778*. She afterwards proceeded to the West Indies, under the command of the late Sir Digby Dent, and bore a share in the conflict between Byron and d'Estaing, off Grenada, July 6, 1779†; as also in the whole of Rodney's actions with the Count de Guichen, in April and May, 1780‡.

From the Vigilant, Mr. Hancock removed with Captain Dent into the Royal Oak 74; and we subsequently find him serving as a Master's-Mate, on board the Europe 64, commanded by Captain Smith Child, in the actions off the Chesapeake, Mar. 16, and Sept. 5, 1781 §. On the former occasion he had his left leg broke at the ancle joint, and his right leg dreadfully contused by a splinter: the Europe's total loss is stated by Schomberg to have been 17 killed and 28 wounded ‖.

Mr. Hancock next joined the Goliath 74, which ship had the honor of leading the van division of Lord Howe's fleet at the relief of Gibraltar, and sustained a loss of 4 men killed and 16 wounded in the skirmish off Cape Spartel, October 20, 1782 ¶.

The Goliath being paid off at the conclusion of the war, Mr. Hancock was again received by his first Captain as a Midshipman on board the Elizabeth 74, from which ship he removed into the Phäeton frigate, commanded by the late Sir John Colpoys, with whom, and his successor, Captain George Dawson, he served on the Mediterranean station, until the autumn of 1787.

Having then no prospect of promotion, although he had passed his examination two years before, Mr. Hancock resolved to quit the service; and he accordingly remained on

* See Vol. I. note † at p. 195, *et seq.*

† See Vol. II. Part I. note † at p. 50, *et seq.*

‡ See Vol. I. note † at p. 103, *et seq.*

§ See *ib.* p. 40, and note at p. 133.

‖ Captain Child fought the Europe with such credit as enabled him to obtain promotion for many of his officers. He afterwards attained the rank of Admiral, and died at Newfield, near Newcastle-under-Lyne, Jan. 21, 1813, aged 83 years.

¶ See Vol. I. p. 17, and Vol. II. Part I. note † at p. 42.

shore from that period until May 1790, when the dispute with Spain, relative to Nootka Sound, revived his hopes and induced him to join Captain Colpoys in the Hannibal 74; want of interest, however, prevented him from being included in the very large promotion that took place in Nov. following, and determined him to retire for ever from a profession which he had embraced with ardour, and never ceased to adore.

Notwithstanding this last cruel disappointment, and his resolve never to embark again, it fortunately happened that some of Mr. Hancock's friends had sufficient influence to prevail upon him to accompany them to Portsmouth for the purpose of seeing the French republican prizes, brought thither by Earl Howe's fleet; as on the sight of those splendid trophies he could not resist the temptation of making another effort to obtain advancement, by re-entering on board the Royal George, a first rate, bearing the flag of Lord Bridport, from which ship he was at length promoted to the rank of Lieutenant, Oct. 24, 1794.

On this occasion, Mr. Hancock had the good fortune to be appointed third Lieutenant of the Aquilon frigate, commanded by that excellent officer Captain (now Sir Robert) Barlow, whose plans and regulations for the internal government of a King's ship were then universally admired, and to whom many distinguished characters have been indebted for the chief of their professional knowledge *.

In the Aquilon, Mr. Hancock was present at the capture of three French line-of-battle ships, by the fleet under Lord Bridport, June 23, 1795 †; and in the ensuing winter he was applied for by Captain Barlow to be his first Lieutenant in the

* The high estimation in which Captain Barlow's abilities were held at the commencement of the French revolutionary war, may be inferred from the following passage in a letter written by Captain (now Sir Thomas) Pakenham, to the father of a youngster whom he had placed on board the Aquilon for improvement: "I am certain so fit a man as Bob Barlow is not to be found in our profession: he is the person with whom we all wish to send our young friends, and he is certainly the best officer amongst us. He will not spare his own son, nor yours, if he has any thing for him to do."

† See Vol. I. p. 246.

Phœbe, a convincing proof that his talents were viewed in no common light by that discerning commander, to whom his general conduct must also have given great satisfaction. The Admiralty, however, did not think proper to break through a regulation then in force, by which no officer under three years standing was considered eligible to be appointed senior Lieutenant of an 18-pounder frigate, although he was allowed to become first of the Aquilon, two other gentlemen being appointed to her who were both his juniors in rank.

Captain Barlow was succeeded in the command of the Aquilon by Captain W. E. Cracraft, with whom Lieutenant Hancock continued to serve until the summer of 1798, when he exchanged into the Valiant, a third rate, on the Jamaica station. Previous to her proceeding thither, the Aquilon had a skirmish with four French gun-boats, which, taking advantage of a calm, had rowed out from under the land near Harfleur, and having long 24-pounders were enabled to annoy her very considerably, as they fired with such extraordinary precision that every shot took effect either in the hull, the masts, or the rigging: fortunately, although much cut up, she had only one man killed, and a midshipman severely wounded.

Whilst in the Valiant, Lieutenant Hancock assisted at the capture of la Petite Magicienne, a very fine French ship privateer, carrying 20 guns and 120 men, 3 of whom being recognized by him as deserters from the Aquilon, and found in arms against their country, were afterwards tried and executed. The first batch of the Hermione's mutineers, 5 in number, was also found on board the same vessel, one of whom was admitted as King's evidence; the others were hanged, and subsequently gibbeted on a prominent part of St. Domingo.

Previous to the final evacuation of that island by the British, Lieutenant Hancock volunteered to assist in dislodging a considerable body of brigands, who had established themselves at Jean Rabel, from whence, by means of small vessels and row boats, they daily committed depredations against merchantmen of every description.

To effect this essential service, it had been arranged that a detachment from the army at Cape Nichola Mole should storm

the principal fort, which from its situation commanded the bay and adjacent country, whilst the boats of the Valiant and other ships were to make a simultaneous attack upon the batteries near the sea. The military part of the expedition to be commanded by Colonel (now Sir William) Stewart, and the naval portion by Captain John White, of the Adventure 44.

On approaching the enemy's position, a division of boats was placed under the command of Lieutenant Hancock, who received directions to land and attack the batteries on the beach as soon as the troops showed themselves on the eminence near the fort; and so admirably was the whole affair conducted, that the blacks were driven from every post with great slaughter, but not until they had made a most desperate resistance.

In the course of the same day, whilst the British were employed blowing up the fort and batteries, destroying the guns, burning the carriages, and bringing away the plundered articles, a formidable body of brigands assembled under the cover of a thick wood, and endeavoured to regain possession of the beach; but were prevented by the judicious conduct of Lieutenant Hancock, who placed the launches with carronades in so masterly a manner as to secure the embarkation of the troops and stores, which would otherwise have been a service of very great hazard and difficulty. Upwards of 10,000 barrels of beef, pork, and flour, which had been taken out of English victuallers bound to Cape Nichola Mole, formed part of the valuable property re-captured on this occasion. The loss sustained by the British appears to have been very small, considering the nature of the attack, and the circumstances under which they effected their retreat: it did not exceed 20 men killed and wounded.

On the following morning, Lieutenant Hancock had the gratification of finding that Colonel Stewart and Captain White had made a most favorable report of his gallant and able conduct to the commander-in-chief, Sir Hyde Parker, under whom he had served as midshipman in the Goliath, and whose lasting friendship he had now the good fortune to obtain.

In Oct. 1798, a vacancy occurring on board the flag-ship *, Lieutenant Hancock was removed into her, agreeably to a promise which Sir Hyde had made immediately after the brilliant exploit at Jean Rabel; but it unluckily happened that that officer was recalled from the Jamaica station without having an opportunity of promoting him according to his expressed intention.

Mr. Hancock had not been long in the Queen before he became first Lieutenant; and it was principally through his exertions that she was brought to Port Royal in safety, after grounding on a shoal called the Three Fathom Bank, where she remained beating with great violence for 72 hours. It is scarcely necessary to add, that the preservation of such a ship from destruction must ever be considered a service of the highest importance, and as such it was viewed by Sir Hyde Parker and his Captain, both of whom expressed the most perfect approbation of Mr. Hancock's meritorious conduct on this trying occasion.

Sir Hyde Parker was relieved by Lord Hugh Seymour, in August 1800; and from that period we find Mr. Hancock serving as his first Lieutenant in the Trent, Royal George, and London, until promoted to the rank of Commander, April 2, 1801. We should here remark, that those ships were severally commanded by the present Sir Robert Waller Otway, than whom no officer was ever more capable of rightly appreciating professional merit, and that he was pleased to bestow the warmest encomiums upon Lieutenant Hancock for the expeditious manner in which the London was got ready to act against the Northern Confederacy, he himself being absent on Admiralty leave during the greater part of the time that she was in the course of equipment.

At the celebrated battle of Copenhagen, Lieutenant Hancock was honored with the command of more than one hundred and fifty flat-bottomed and other boats, containing nearly 2000 seamen and troops, who were intended to storm the Trekroner battery the instant that the cannonade from

* The Queen, of 98 guns, Captain (now Rear-Admiral) Man Dobson.

the ships should silence its fire; a most striking evidence of the great confidence reposed in him by the Admiral, who had previously appointed one of the ablest captains in his fleet to conduct that service *.

Lieutenant Hancock left the London with orders "to keep as near to the Elephant as possible, but out of the line of fire, and to be ready to receive the directions of Lord Nelson." To obey both these orders was quite impossible, as the enemy's shot fell more than a mile outside of the British line: he therefore directed all the boats to row towards the ships engaged, and keep on their off sides, where they remained with only room to use their oars until the Danish floating batteries had ceased to make resistance. Lieutenant Hancock, who had led in and taken his station abreast of the Elephant, was then called on board by Nelson, who ordered him to select a sufficient number of boats and hasten to take possession of the ships that had surrendered; which service was performed under a tremendous fire from the Trekroner battery, but happily without any serious loss.

On this occasion, the London's barge, under the immediate command of her first Lieutenant, and a flat-bottomed boat containing part of the 49th regiment, boarded the Holstein of 60 guns, from which ship the Danish commander-in-chief had recently retreated to the Trekroner, but not before he had caused all her guns on the inshore side to be spiked, and thus prevented the British from using them against that battery, which otherwise would have been soon cleared, as it was quite open (*en barbette*), and the Holstein not more than 200 yards distant†.

* "The land forces and a body of 500 seamen were to have been united under the command of Captain Freemantle and the Hon. Colonel Stewart, and as soon as the fire of the Crown battery should be silenced, they were to storm the work and destroy it." See Clarke and M'Arthur's Life of Nelson, 4to. edition, Vol. II. p. 267. N. B. This arrangement, as far as it respects Captain Freemantle, was altered in consequence of that officer's ship, the Ganges 74, being attached to Lord Nelson's division after the Danish line of defence was last reconnoitred. It will be seen by reference to the note at p. 368 of our first volume, that the ships intended to silence the Trekroner were not able to get into their stations.

† "From the uninjured state of this outwork, which had been manned

Finding that the enemy were about to cannonade the prize, Lieutenant Hancock immediately directed the whole of his prisoners to be ranged three deep along the gangways and quarter-deck, that being the only method by which he could hope to save the lives of his own people; and fortunately it proved successful, as the Danes on shore, seeing their countrymen so exposed, were thereby deterred from firing more than a single shot or two, which passed over her and consequently did no damage.

At the conclusion of the battle Lieutenant Hancock received directions to burn the Holstein; but observing that she was a new ship, and that most of her sails, rigging, and stores were on board, he ventured to disobey those orders by taking upon himself the responsibility of towing her out to the commander-in-chief, near whom he anchored by daylight the following morning*.

This valuable piece of service does not appear to have been properly appreciated, as no official report of it was made, either by Sir Hyde Parker or Lord Nelson: the former does not even mention the boats in his public letter, and the latter only speaks of them in terms of general approbation. Lieutenant Hancock, however, was perfectly well satisfied when he found himself promoted to the rank of Commander, and appointed to succeed Captain (now Sir James) Brisbane, in the Cruiser, a fine brig mounting 16 thirty-two pounder carronades, and 2 long sixes, with a complement of 120 men.

at the close of the action with nearly 1500 men, it was deemed impracticable to carry into execution the projected plan for storming it: the boats for this service had been on the starboard side of each ship during the action." See *id.* p. 272.

* The above orders were conveyed to Lieutenant Hancock by Lord Henry Paulet, then commanding the Defence 74. He not only ventured to disobey them by carrying off the Holstein, but even directed one of Nelson's own officers, the present Sir William Bolton, who had charge of the Indosforthen block-ship, to cut her adrift also—the latter afterwards sunk alongside of the Ramillies 74, to which ship she had been secured in consequence of having left all her anchors behind. The Holstein, subsequently named the Nassau, was added to the British navy, and employed as an efficient 64 during the whole of the late war, in the course of which she assisted at the destruction of a Danish third rate. See Vol. I. p. 640.

The desultory kind of service in which the Cruiser was employed between April 1801, and June 1803, did not afford Captain Hancock any opportunity of particularly distinguishing himself. On the 14th of the latter month he assisted at the capture of two French armed vessels, as will be seen by the following official letter:—

"*Immortalité, off Calais, June*, 14, 1803.

"Sir,—I this morning, in company with the Jalouse and Cruiser sloops, chased two French gun vessels on shore, on the east part of Cape Blanc Nez, and with the flood tide, ordered the two sloops to anchor, and endeavour to destroy or bring them off; sending our boats to assist in so doing. I am happy to inform you, that, after about an hour's firing from them and the batteries, they were silenced, and taken possession of by the boats, under a heavy fire of musketry from the cliffs, by which Mr. Charles Adams, Mate of the Jalouse, has been badly wounded. They prove to be l'Inabordable schooner, and la Commode brig, each carrying three 24 pounders and one 18 pounder, and appear very fine vessels. I have the honor to be, &c. (Signed) "E. W. C. R. Owen."

"*To Rear-Admiral Montagu.*"

We next find Captain Hancock serving under the orders of Sir W. Sidney Smith, and having a brush with thirteen armed vessels, full of troops, which had come out of Flushing, apparently with an intention of carrying his brig by boarding, she then being moored off Blankenberg, in company with the Rattler sloop of war, commanded by Captain Francis Mason. When reporting his proceedings to the Commodore, he says, "I have to regret, from the shoal water, it was not in our power to close with the enemy, but am happy to add, that we have sustained no loss, although we continued the pursuit until both the shot and shells from the batteries at Ostend went over us, and no prospect remained of our making any further impression on them."

This skirmish took place in March 1804, at which period the ports of Flushing, Helvoetsluys, and Ostend, were narrowly watched by a British force under the command of Sir W. Sidney Smith, whose broad pendant was then flying on board the Antelope of 50 guns; and whose accustomed anchorage was in the Stone Deep, about six leagues from the first named port, and at a still greater distance from Ostend. Off the latter harbour, Captain Hancock was stationed with

the Rattler under his orders; and l'Aimable frigate was placed at an intermediate anchorage to repeat his signals to the Commodore, whose orders were either conveyed through the same medium, or by means of small vessels, commanded by Lieutenants. To facilitate the communication of Captain Hancock's observations, and the Commodore's directions, flags of an extraordinary size were used instead of the customary signals, which flags expressed their import, not by colour, but by number and position. We have been thus minute, in consequence of the obscure manner in which the following official report of the first general action is worded:

"*Antelope, off Ostend, May* 17, 1804.

"My Lord,—Information from all quarters, and the evident state of readiness in which the enemy's armaments were in Helvoet, Flushing, and Ostend, indicating the probability of a general movement from those ports, I reinforced Captain Manby, off Helvoet, with one ship, and directed Captain Hancock of the Cruiser, stationed in shore, to combine his operations and the Rattler's with the squadron of gun brigs stationed off Ostend.

"The Antelope, Penelope, and Aimable, occupied a centrical position in sight both of Flushing and Ostend, in anxious expectation of the enemy's appearance. Yesterday, at half-past 5 A. M., I received information from Captain Hancock, then off Ostend, that the enemy's flotilla was hauling out of that pier, and that twenty-one one-masted vessels and one schooner were already outside in the roads *. At half-past 7 the same morning, I had the satisfaction to see the Flushing flotilla, of fifty-nine sail, viz. two ship-rigged

* This division hauled out on the evening of the 15th, and Captain Hancock immediately made the signal of recall to the squadron of gun brigs, then standing to the westward, under the orders of Lieutenant Patrick Manderston. Having done this, and despatched a cutter with the intelligence to Sir W. Sidney Smith, the Cruiser and Rattler got under weigh at dark, and re-anchored within long range of the batteries at the pier-head, the better to prevent the escape of the vessels which had brought up within the Stroom sand. On the 16th at day-break, the gun-brigs, being still in sight, were again recalled; but, as on the preceding evening, they either did not see, or misunderstood the signal.

praams, nineteen schooners, and thirty-eight schuyts, steering along shore from that port towards Ostend, under circumstances which allowed me to hope I should be able to bring them to action. The signal was made to the Cruiser and Rattler for an enemy in the E. S. E., to call their attention from Ostend *: the squadron weighed the moment the flood made and allowed of the heavier ships following them over the banks; the signals to chase and engage were obeyed with alacrity, spirit, and judgment, by the active and experienced officers your Lordship has done me the honor to place under my orders. Captains Hancock and Mason attacked this formidable line with the greatest gallantry and address, attaching themselves particularly to the two praams, both of them of greater force than themselves, independent of the cross fire from the schooners and schuyts: I sent the Aimable by signal to support them †. The Penelope having an able pilot, on signal being made to engage, Captain Broughton worked up to the centre of the enemy's line, as near as the shoal water would allow, while the Antelope went round the Stroom sand to cut the van off from Ostend. Unfortunately our gun-brigs were not in sight, having, as I have understood since, devoted their attention to preventing the Ostend division from moving westward.

"The enemy attempted to get back to Flushing; but being harrassed by the Cruiser and Rattler, and the wind coming more easterly against them, they were obliged to run

* This signal does not appear to have been repeated by l'Aimable; nor was the Flushing flotilla discovered by the sloops off Ostend until 9-30 A. M. The latter got under weigh at 10, and the ships in the Stone Deep at 11 o'clock. At noon the Antelope was 7 or 8 miles to the N. N. E. of Ostend. The Cruiser and Rattler were then pursuing the enemy in the Inner Weiling, a shift of wind having induced the Dutch commander to put back towards Flushing, as is stated in the *third paragraph of Sir W. Sidney Smith's letter.*

† Captain Hancock commenced the attack at 1-30 P. M.; and in ten minutes after, Captain Mason was also in action with the enemy. L'Aimable's log does not pretend that she fired a shot until 4 o'clock: it runs thus—"at 4 opened our fire on the enemy's line, batteries, and flying artillery."

the gauntlet to the westward, keeping close to the beach, under the protection of the batteries.

"Having found a passage for the Antelope within the Stroom sand, she was enabled to bring her broadside to bear on the headmost schooners, before they got the length of Ostend. The leader struck immediately, and her crew deserted her: she was, however, recovered by the followers. The artillery from the town and camp, and the rowing gun-boats from the pier, kept up a constant and well directed fire for their support *: our shot, however, which went over the schooners, going ashore among the horse-artillery, interrupted it in a degree; but still it was from the shore we received the greatest annoyance: for the schooners and schuyts crowding along could not bring their prow-guns to bear, without altering their course towards us, which they could not venture; and their side-guns, though numerous and well-served, were very light. In this manner the Penelope and Antelope engaged every part of their long line from 4 till 8 o'clock, while the Aimable, Cruiser, and Rattler, continued to press their rear. Since 2 P. M., the sternmost praam struck her colours and ran on shore; but the artillery-men from the army got on board, and she renewed her fire on the Aimable with the precision of a land battery, from which that ship suffered much: Captain Bolton speaks much in praise of Lieutenant (William) Mather, who is wounded †.

* The rowing gun-boats alluded to above were those which had anchored to the westward of Ostend light-house. See note * at p. 13.

† The praams were la Ville-d'Anvers and la Ville-d'Aix, each mounting 12 or 14 long 24-pounders, besides howitzers: the former bore the flag of Rear-Admiral Ver-huell, whom Captain Hancock engaged with great effect, being within a few yards of his lee-quarter until 2-40, when the Dutchman struck his colours and ran upon the beach. The Cruiser being then in only two and a half fathoms water, and she drawing 14 feet, Captain Hancock was reluctantly obliged to sheer off and leave his beaten antagonist. As soon as the smoke cleared away, the Cruiser was observed to be surrounded by 8 or 10 schooners, two of which attempted to board her, but were driven back with great loss. The bowsprit of one schooner lay on the Cruiser's main channel; and although it was three times cleared by the British marines and small-arm men, still fresh hands rushed to the as-

"Several of the schooners and schuyts immediately under the fire of the ships were driven on shore in like manner, and recovered by the army. At 8, the tide falling, and leaving us in little more water than we drew, we were reluctantly obliged to haul off into deeper water to keep afloat; and the enemy's vessels that were not on shore, or too much shattered, were thus able to reach Ostend.

"I have to regret, that, from the depth of water in which these vessels move, gun-brigs alone can act against them with effect. Four have joined me, and I have sent them in to see what they can do with the praam that is on shore. I have great satisfaction in bearing testimony to your Lordship of the gallant and steady conduct of the captains, commanders, officers, seamen, and marines, under my orders. Captains Hancock and Mason bore the brunt of the attack,

sault. The bowsprit being at length cut away by a shot from one of the brig's carronades, the schooner then dropt astern, and afterwards sunk close abreast of her Admiral. The Cruiser appears to have been incessantly engaged for six hours and a half.

Captain Mason, owing to the delay occasioned by his shortening sail in order to take possession of a schuyt which had struck to the Cruiser, and which he was directed by signal to secure, could not get up with la Ville d'Aix, the praam he meant to engage, until she was very close to the shore. This was about 20 minutes after he first commenced action with the flotilla; and it appears by the Rattler's log that he continued engaging his powerful opponent, the latter occasionally striking the ground, and himself constantly backing and filling to keep abreast of her, from 2 o'clock to 5-10 P. M.; the whole of which time, except the first quarter of an hour, he was within half a cable's length of the praam, and continually exposed to a very heavy fire of grape from the enemy's flying artillery on the beach, likewise to an incessant discharge of shot and shells from their numerous land batteries.

At 5-10 P. M., la Ville-d'Aix being hard and fast a-shore, the Rattler hauled off to repair her rigging: it was at this period that l'Aimable first became engaged with that praam; and we believe it was much later in the day before she received a shot from la Ville d'Anvers. Captain Mason again made sail towards the flotilla at 5-30; renewed the action at 5-45; succeeded in driving several schooners on shore, and did not cease firing until 8 o'clock. We should here observe that several schooners were also forced on shore by the Cruiser and Rattler long before l'Aimable could get into action with that part of the enemy's line.

and continued it for six hours against a great superiority of fire, particularly from the army on shore, the howitzer-shells annoying them much. These officers deserve the highest praise I can give them. They speak of the conduct of their lieutenants, officers, and crews in terms of warm panegyric. Messrs. Budd and Dalyell, from the Antelope, acted in the absence of two Lieutenants belonging to the Cruiser and Rattler. Lieutenants Garrety and Patful, commanding the Favourite and Stag, cutters, did their best with their small guns against greater numbers of greater calibre. * * * * * * "I could not detach open boats into the enemy's line to pick up those vessels which had struck, and were deserted, mixed as they were with those still firing. Captain Hancock sent me one schuyt that had hauled out of the line and surrendered. She had a Lieutenant and 23 soldiers of the 48th regiment, with 5 Dutch seamen on board. She is so useful here I cannot part with her yet. Enclosed is a list of our loss, which, though great, is less than might have been expected, owing to the enemy directing their fire at our masts. The Rattler and the Cruiser have of course suffered most in the latter respect, but are nearly ready for service again. The smoke would not allow us to see the effect of our shot on the enemy; but their loss, considering the number of them so long under our guns, must be great in proportion *. We see the mast-heads above water of three of the schooners and one of the schuyts which were sunk. I have the honor to be, &c.

(Signed) "W. SIDNEY SMITH."

"*Right Hon. Lord Keith, K. B.*"

Two attempts to destroy la Ville-d'Anvers and the other grounded vessels were afterwards made by part of Sir W.

* The British had altogether 13 killed and 33 wounded; the acknowledged loss on the part of the enemy amounted to 18 killed and 60 wounded; 4 of the former, and 29 of the latter, are said to have belonged to the two praams. The Cruiser had 1 man killed, and the Captain's Clerk (Mr. George Ellis) and 3 men wounded; she also had her sails and rigging much cut; and received 2 large shot far under water. The Rattler had 2 men killed and 10 wounded. Her damages will be noticed in our memoir of Captain Francis Mason, C. B

Sidney Smith's squadron, under the able directions of Captain Hancock, assisted by Captain Mason. In the first attempt, the Minx gun-brig had her Master and 5 seamen very much hurt by an accident on board that vessel; in the second, the Antelope's launch upset alongside the Cruiser, and 5 brave fellows met with a watery grave.

From the notes which we have appended to Sir W. Sidney Smith's official letter, it will be seen that the Cruiser and Rattler most gallantly attacked the enemy's flotilla, about two hours and a half before any other British ship could get near enough to take the least share in the action; and we are moreover of opinion, that if the division of gun-brigs under Lieutenant Manderston, had formed a junction with those two sloops, according to Captain Hancock's signal, the enemy would have been completely defeated, and many of their vessels captured, long before l'Aimable, &c. could cross or round the sands. The prisoners taken on this occasion reported that the Flushing flotilla alone carried no less than 76 long 32-pounders, 24 long twenty-fours, 39 long eighteens, 230 brass carronades and light guns, 85 howitzers, and upwards of 3000 men, principally soldiers.

A few days after the very gallant affair off Ostend, the late Viscount Melville addressed a letter to Captains Hancock and Mason, from which we make the following extract:

"The zeal and promptitude with which you made the attack on that numerous and formidable armament, and the gallantry with which you maintained the action against such superior force, have been represented in such a manner by Commodore Sir Sidney Smith, as to entitle you to my perfect approbation and most favourable consideration; and you may rest assured, that when a proper opportunity offers, your meritorious conduct shall not escape my recollection. I am, with much esteem, Gentlemen, &c.

(Signed) "MELVILLE."

"*To Captain Hancock and Captain Mason.*"

Unfortunately for those zealous and gallant officers, the noble Viscount shortly afterwards went out of office, and they were consequently obliged to establish additional claims to the "favourable consideration" of the Admiralty, before they could obtain promotion.

In October 1804, we find Captain Hancock employed as senior officer off Ostend, where he had a general action with a division of French flotilla, as appears by his official report to Lord Keith, dated on the 24th of that month.

"I beg to acquaint your Lordship, that part of the enemy's flotilla, consisting of two praams, one bearing the flag of a Chief-of-Division, and both under French colours, with 18 schuyts, put to sea yesterday afternoon from Ostend, to run to the westward, just at the moment H. M. sloop under my command, with the gun-brigs and cutters named in the margin, were standing in to reconnoitre that port *.

"As soon as I could give the necessary directions to the gun-brigs, &c. I made sail in pursuit of the headmost praam, which I brought to close action at 5-15 P. M., in which I was very handsomely supported by the gun-brigs and cutters, and continued it with great apparent effect till 6-35, the enemy's fire being entirely silenced, and for the last half hour he only kept up a faint fire of musketry. The tide was, however, falling so rapidly, and the enemy kept in such shoal water, that it was not possible to close with him, to take that advantage which, by our fire, we had so manifestly over him. It falling also dark, and being in less than three fathoms water, I considered it proper to haul off and anchor, having no person on board acquainted with the shoals to the westward of Ostend †.

"It is with extreme concern I acquaint your Lordship, that in Lieutenant Ormsby's gallant zeal to close with the enemy, agreeably to my orders, the Conflict took the ground, and the tide left her so rapidly, that every endeavour he used to get her afloat was unsuccessful, and he was therefore under the necessity of quitting her with his people. The darkness that came on before the close of the action, prevented me from being aware of this unfortunate accident till Lieutenant Ormsby came on board the Cruiser, after we had anchored."

In this action, and whilst making an attempt to recover the Conflict, Captain Hancock's little squadron sustained a loss of 1 man killed, and 1 officer ‡ and 10 men wounded; none of the gun-brigs or cutters suffered in their masts, &c. nor did the Cruiser receive any material injury, except in her

* Blazer, Conflict, Tigress, Escort, Admiral Mitchell, and Griffin; commanded by Lieutenants John Hinton, Charles C. Ormsby, Edward Greensword, Joseph G. Garland, Richard Williams, and James Dillon.

† We have been given to understand that the French Commodore actually hailed the Cruiser, in token of submission; and that he was dishonorable enough to fire two shot at her as she was hauling off with the intention of sending in a gun-brig to bring him out.

‡ Mr. Abraham Garland, acting Lieutenant of the Cruiser, right leg amputated very high up.

sails and rigging. We shall only add, that Lord Keith, in a letter to Captain Hancock, dated Oct. 28, 1804, expressed himself pleased with his zealous and active exertions, and regretted that they had not been attended with the success which they deserved.

In 1805, Captain Hancock was constantly employed as senior officer off Flushing and Ostend. During that and the preceding year, he was no less than 104 times in action, either with the enemy's flotilla or land batteries; and so great was his zeal in checking the movements of the former, and in cutting off neutral vessels when attempting to break the strict blockade which he was ordered to maintain, that the approbation of the Admiralty, and of the different flag-officers under whom he served, was frequently expressed to him in very flattering terms: strange, however, as it may appear, although he received the thanks of many corporate and mercantile bodies for "*ridding the seas of the most daring and successful plunderer that ever appeared on the British coast during the close of the last, and beginning of the present century* *;" also for his general activity in taking privateers †, and rescuing British property to an immense amount,

* Extract from a letter addressed to Captain Hancock, by the merchants, ship-owners, and underwriters of North Shields, thanking him for the important service he had rendered them by capturing le Contre Amiral Magon, French privateer brig, of 17 guns and 84 men, commanded by Mons. Blackeman, a most skilful, active, and enterprising seaman, who had pursued a very successful career, in various other vessels, for many years; and whose local knowledge of our coast, added to the ample means he then possessed, from his brig's superior sailing and force, must have been highly detrimental to British commerce, had not the Cruiser prevented him from committing any further depredations.

It was always currently reported, on the North Sea station, that the officer who should have the good fortune to capture Mons. Blackeman, would be immediately promoted; and also that he would be handsomely rewarded by the underwriters at Lloyd's. Le Contre Amiral de Magon was taken Nov. 17, 1804, after a chase of nearly 100 miles; but Captain Hancock did not obtain post rank until more than fourteen months afterwards.

† Among other privateers captured by the Cruiser, was le Vengeur of 14 guns and 56 men.

he never received the value of a tea-spoon from Llod 's, or any other commercial association:—*thanks* he certainly received in abundance, but always at the expense of postage. The wind-up of his services as a Commander now requires our notice.

In January, 1806, a vast number of smuggling vessels had collected at Flushing and the adjacent ports, waiting for a change of wind, which had been for some time blowing very hard from the N. W. Knowing that such was the case, Captain Hancock took measures for intercepting some of those illicit traders; and, at day-light on the 28th, the wind having come round to the S. E., he had the gratification to see at least 60 cutters and luggers coming out of the different harbours. Aware of the inutility of chasing them whilst they continued between him and the shore, he contrived, by disguising the Cruiser, and keeping an American flag flying, as if in want of a pilot, to decoy several of them outside of him. Having done this, and succeeded in capturing one large cutter, which was immediately manned as a tender, he bore up, and followed the course that he supposed the smugglers would steer all night, and the event fully answered his expectations. At day-break on the following morning, six or seven sail were discovered close to the Cruiser; and, although very unusual at that season of the year, the weather was then perfectly calm, in which state it continued until four large luggers and a cutter were secured by his boats, the smugglers having deserted their vessels, and rowed off with all possible expedition. In the mean time the tender, under the command of Lieutenant John Pearse, captured two other fine luggers, each having on board 1000 tubs of geneva, rum, &c. The whole of the cargoes taken consisted of more than 26,000 gallons of spirits, together with a large quantity of tobacco, and various other contraband goods, to a very considerable amount. This seizure, we believe, was the largest ever made at one time; and it certainly was by far the severest blow the smugglers had received during the war.

The protection thus afforded to the revenue would no doubt have secured Captain Hancock's advancement to post rank;

but singular as it may appear, he had been included in the grand Trafalgar promotion, which took place only seven days before he made this very valuable and important capture, and of which he was at that time ignorant. He was consequently superseded in the command of the Cruiser, immediately on his arrival in port with the prizes.

From this period, Captain Hancock remained on shore until Aug. 1807, when he embarked, with the *permission of the Admiralty*, as a volunteer on board the Agamemnon 64, forming part of the grand armament then preparing to sail for Copenhagen; but on his arrival in the Sound he had the mortification to find that he had put himself to a great deal of unnecessary inconvenience and expense; as by a clause in the Naval Regulations and Instructions, then recently established, the commander-in-chief was prevented from appointing an officer on half pay to a ship, or to give him any commission or appointment whatever, "*without express directions for that purpose from the Admiralty* *."

Captain Hancock, however, availed himself of an offer made by General John M'Farland, and served on shore with that officer during the whole of the siege and bombardment which terminated in the surrender of the Danish navy †.

Shortly after his return from Copenhagen, the subject of of this memoir was appointed acting Captain of the Lavinia frigate, in which ship he continued about a year, on the Oporto, Rochefort, and Mediterranean stations. In the spring of 1809, he assumed the temporary command of the Christian VII.; and on the 18th Nov. 1810, after declining two other acting appointments, we find him receiving a commission for the Nymphen, rated at 36, but mounting 42 guns. The important services performed by him whilst in this frigate have never been known to the public, and we shall therefore feel the greater pleasure in noticing them.

* See *Naval Instructions*, Anno 1806, sec. 4, chap. 2, art. 5, p. 82.—N. B. It is somewhat singular, that those very instructions should have been drawn up by Admiral Gambier, commander-in-chief of the armament sent against Copenhagen.

† See Vol. I., pp. 78—83.

For the first four or five months, Captain Hancock served under the orders of Sir Edward Pellew, then commander-in-chief on the North Sea station, by whom he was sent to cruise between the coasts of Jutland and Norway, where he continued until a very heavy gale of wind obliged him to run out of the Sleeve, in order to obtain good sea-room. On the 26th Feb. 1811, he captured le Vigilante, French privateer, a remarkably large and fast-sailing lugger, mounting 14 guns, with a complement of 50 men.

On his return from this cruise he was entrusted with the command of a squadron employed watching the ports of Helvoet, Flushing, and Ostend; on which trying service he also continued under the late Sir William Young, whose high opinion of his zeal and abilities will be seen by the letters which we shall have occasion to insert hereafter.

Towards the latter end of Aug. 1811, the French fleet at Flushing had increased to seventeen sail of the line, besides several frigates, and numerous smaller vessels; the whole of which were under the command of Vice-Admiral Missiessy, and in an apparent state of readiness for sea. This formidable force was most anxiously watched by Captain Hancock, who had never omitted to reconnoitre that port daily, except when the state of the weather rendered it absolutely impracticable to do so.

Taking advantage of the high tides, three or four of the enemy's ships now made a practice of getting under weigh every morning, and continued under sail for two or three hours; but never came farther down than half-way between Sluys and the Bresckins. On the 29th of that month, however, the French commander-in-chief ran to the extremity of the Wieling, and afforded Captain Hancock an opportunity of displaying his usual promptitude and decision.

"This morning," (says Captain Hancock in a letter to Admiral Young) "soon after day-light, Vice-Admiral Missiessy, with five line-of-battle ships, weighed with the last quarter ebb, and ran down the Wieling so far to the westward, that when they hauled their wind to work back they were nearly abreast of Blankenburgh, which is much farther to the westward than ever they ventured before: they then tacked occasionally, working back: the wind had increased considerably, and was then at E. S. E.

"As is my invariable custom, I weighed in H. M. ship under my command, and followed them down outside the sand, and out of gun-shot. At 1 P. M., observing the leewardmost ship much separated from the rest, from having missed stays twice, I was encouraged, from the miserable manner in which she was handled, to cross the sands and try a shot or two, if only to give my ship's company a little good exercise; although I considered it very probable that I might by a prompt attack disable her masts or sails, and eventually drive her on shore. By hauling on board the fore and main tacks, and setting top-gallant-sails, I was within shot of her in a few minutes, and fired two or three broadsides from the main-deck when passing on contrary tacks; then tacked, hauled up the courses, and continued firing at her for 12 or 15 minutes, without receiving a shot in return. The enemy's ship was thrown into evident confusion; the French Vice-Admiral, with the rest of the squadron, bore round up and set steering-sails to close, and as our opponent had by this time got some of his after lower-deck guns ready, and soon began to throw his shot over us, I thought there was no use in any longer courting a contest of this kind, particularly as the rest of the enemy's squadron were approaching very near; I therefore re-crossed the sands and worked back to my former anchorage off the Duerloo.

"The only visible effect of our fire on the enemy was his quarter-boat, fore-top-sail sheets, jib-stay and halliards, shot away; the boat he never attempted to pick up; the latter with the jib he cut away: several shot passed through his main-top-sail, spanker, and other sails. We have sustained no loss whatever: only one shot passed through the main-top-sail, and three or four through the mizen-stay-sail. I feel quite sure, if I had had a second 18-pounder frigate with me, so totally unprepared was the enemy for such a prompt attack, that, in his confusion, he would have gone on shore."

In a second letter to Admiral Young, dated Sept. 7, 1811, Captain Hancock says;—"We have spoken several fishermen to-day, who all agree in the same story, that the enemy's ship we fired at on the 29th ult. had 5 men killed and 9 wounded; and that all three of her top-masts are so badly wounded that she is now shifting them. You will observe by my report of reconnoitre, that one of the French ships grouped No. 7, has her top-masts down, which to a certain degree corroborates their report *."

On the 24th Oct. following, whilst Vice-Admiral Missiessy was performing his usual manœuvres in the Wieling, Captain Hancock made a similar movement, hoping that he should be able to cut off one or two of the small vessels

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* Napoleon Buonaparte reviewed the fleet at Flushing on the 24th Sept. and afterwards hoisted his imperial standard on board the Charlemagne, where he was obliged to remain through bad weather until the morning of the 27th, when he landed and inspected the works in the island of Walcheren.

which the enemy invariably stationed at the extremities of the different shoals, as marks for the guidance of the ships of the line. The Frenchmen, however, seem to have penetrated his design; for, before their last ship got abreast of the outer brig, the latter either cut or slipped her cable, and was under a crowd of sail in an instant. The Quebec, a small 32-gun frigate, commanded by Captain Hawtayne, was in company with the Nymphen on this occasion, as were also the Cretan and Primrose brigs. Captain Hancock concludes his report to Admiral Young in the following energetic terms:—"This sort of service does us all a great deal of good; keeping us on the constant alert, and I trust not without a useful lesson to the enemy, that he must not commit himself loosely in this intricate navigation, even before two of his Majesty's frigates."

From this period the Nymphen experienced constant and very hard gales of wind from S. W. to N. W., with a heavy sea; but still Captain Hancock was enabled to keep his anchorage at the entrance of the Duerloo, until superseded by Commodore Owen, Nov. 3, 1811. Having ascertained, by sweeping the Nymphen's bottom frequently during the preceding summer, that she had sustained considerable injury by striking violently on Rasen sand (whilst under the command of his predecessor), he now made a representation thereof to the commander-in-chief, and was consequently ordered to Chatham, where, on his ship being docked, it was found that his report was by no means exaggerated, 18 feet of the false keel being entirely gone, and the main keel much injured.

In Feb. 1812, Captain Hancock commanded the squadron of observation stationed off the Texel; and at the latter end of March he resumed his honorable post as senior officer of the inshore squadron off Flushing; which he had scarcely done when the first division of the enemy's fleet came down the Scheldt, from their winter quarters, and took up their former position between the islands of Walcheren and Cadsand. The importance, at that particular time, of the discovery of a more expeditious passage into the Wieling than had ever before been known, will be duly appreciated by our na-

val readers; and we shall therefore proceed to relate it in Captain Hancock's own words :—

"*H. M. S. Nymphen, at Anchor off the Duerloo, May* 1, 1812.

"Sir,—In my late communication with you, I have repeatedly expressed an opinion that a passage might be found into the Wieling channel, by crossing the Ript Hart sand further to the eastward, and that if such a passage could be discovered, the enemy might be more easily watched and reconnoitred, than by the usual circuitous route of entering the Wieling to the westward of Leswagen. It had also frequently occurred to me, that beyond the increased facility of watching the enemy and ascertaining their *every movement*, such discovery might lead to the most important consequences to the country, if the enemy, in ignorance of such a passage (and which I am most perfectly convinced they are) should be tempted to manœuvre as low down the Wieling, with his line-of-battle ships, as he did last year.

"I have availed myself of this fine weather, and the very ample means you have afforded me, by placing all the small vessels under my orders, to ascertain the correctness of my hopes in making such a discovery, with an anxiety proportioned to my opinion of the importance of it; and I have now the satisfaction of acquainting you, that I have discovered a very safe and good passage into the Wieling, *for the largest ships;* and that they may enter it at half-flood, and in moderate weather with the most perfect safety.

"This channel lies between the sands of the Droog Raan and the Vlaak Raan, the former of which having passed, steering from South to S. ½ W. and S. b W. and entered the Spleet, you may then haul up as high as to bring Bruges steeples on with Heyst church, and cross the Ript Hart sand in 5 and ½ less 5 fathoms at half-flood, to the westward of what is called in the Dutch charts the English Poel, which either does not now exist, or is placed on all our charts, as also the Dutch, too far to the westward, as I was yesterday on board the Idas cutter, and crossed the Ript Hart sand considerably higher to the eastward, having Bruges steeple open to the eastward of Heyst, never having less than 5 fathoms, and fell into 7 and ½ 7 in the Wieling after two or three casts * * * * * * *. It is but fair that I should not attribute to myself alone the discovery of this passage, and to acquaint you that the first suggestion of it to me was from Mr. Richard Wenham, Master of the Idas cutter, who with the master and pilots of this ship, as also those you sent on this service, have been very zealous and indefatigable. I have the honour to be, &c. (Signed) "JOHN HANCOCK."

"*To Sir Richard J. Strachan, Bart., K. B. &c. &c. &c.*"

"*May* 7, 1812.

"I sent the Calliope and Raven through the new passage into the Wieling yesterday, and the report of their commanders confirms my former

opinion of the very great advantage of this discovery, if only for the purpose of more closely watching the enemy. The brigs both returned back the same way, and had not less water in going over the sand than ¼ less 5, and on returning than 5¼, 5¼, and 6 fathoms."

The merit of this valuable and important discovery was afterwards assumed by an Admiralty surveyor, which caused a remonstrance on the part of Captain Hancock, whose feelings, we are happy to say, were soon soothed through the kind interference of Sir William Young, whose letter on the subject we shall give at the end of this memoir.

In the course of May 1812, Captain Hancock was once more relieved in the command of the advanced squadron, by Commodore Owen; and we subsequently find him making a trip to the Shetland islands. In the ensuing autumn he resumed his station as senior officer off the Duerloo, and previous to his departure from thence succeeded in recovering a bower-anchor and four new cables, which had been slipped by the Inconstant, and one anchor and three cables belonging to the Horatio frigate. In April 1813, he returned from the Downs to his old station; and in the following month the Nymphen conveyed H. R. H. the Duke of Cumberland from Yarmouth to the mouth of the Elbe, and from thence to Gottenburgh, at which place Captain Hancock took charge of the homeward bound Baltic trade, the whole of which he escorted in safety to England.

During the summer of 1813, Captain Hancock was employed affording protection to the Mediterranean, Lisbon, and Oporto trade; also carrying out specie for the use of the British army in the peninsula. On his return from that service he was again placed under the orders of Admiral Young, and immediately sent by him to direct the operations of his former squadron.

On the 17th Nov. 1813, Captain Hancock was under the necessity of cutting from three cables, and obliged to carry a press of sail in order to weather the Stone Bank and gain an offing; the wind being at N. W. by N., blowing a perfect hurricane, with a lee tide. Having reported this circumstance, and his subsequent proceedings, to the commander-in-chief, he had the gratification of receiving in return

one of those friendly letters to which we alluded at p. 23, and of which the following is a copy :

"*Impregnable, in the Downs, Nov.* 24, 1813.

"My dear Sir.—I cannot describe to you the delight which your letter of the 22d instant afforded me, for I much feared I never should see your hand-writing again ; perhaps the feeling was in some degree selfish, knowing how essential your services would be, in the important duty we have now to carry on, in consequence of the revolution that has taken place in the north of Holland ; but, be that as it may, I do most heartily congratulate you on your escape from danger.

"At first, I cherished the hope that your accurate knowledge of the coast, the excellent order of your ship's company *, and the good qualities of the Nymphen, would enable you to weather the gale, which even with us here was most violent ; but when your boats were picked up, and brought into the Downs, my heart sickened and I gave you up as lost. I am, with great esteem, faithfully yours. (Signed) "WM. YOUNG."

"*To Captain Hancock, Nymphen.*"

The revolution in Holland may be dated from the 15th Nov. 1813, on which day the people of Amsterdam rose in a body, proclaiming the House of Orange, and universally putting up the ancient national colours. This example was immediately followed by the other towns of the provinces of Holland and Utrecht, the Hague, Rotterdam, &c. The French authorities were dismissed, and a temporary government established in the name of the Prince of Orange, whose arrival at the Hague we have already mentioned in our memoir of Viscount Torrington.

The enemy's line-of-battle ships were then lying at Antwerp, in a dismantled state, the greater part of their seamen and the whole of the soldiers having been sent off to join Napoleon's army ; but four large French frigates were still anchored off Flushing, and perfectly ready for sea. In addition

* It appears by Captain Hancock's quarterly reports that no corporal punishment was inflicted on board the Nymphen between Oct. 5, 1812, and April 5, 1813 ; "which," says Admiral Young, "considering the great number of foreigners among her crew (at least one fourth part of the whole), does great credit to the system of discipline Captain Hancock must have established, and the manner in which the officers under him must have carried it into execution." It is almost needless to say, that the Admiralty expressed much satisfaction on the receipt of those returns.

to the duty of watching this squadron, Captain Hancock was entrusted with the very difficult mission of making known to the inhabitants of Walcheren, and the neighbouring islands, the glorious victories of the allied armies; and at the same time he received directions to make himself acquainted, if possible, with the strength and disposition of the garrisons of Flushing, Middleburg, Tervere, &c.; to ascertain the state of those fortifications, and whether a hope might reasonably be entertained of our fleet being able to take any of them by a coup-de-main. These services were undertaken by him with his usual zeal and promptitude; the burghers were first apprised that a great political change had taken place in Holland, by the Nymphen and her consorts working up the Spleet, hoisting the allied colours, including the Orange flag over that of France, and firing a royal salute; an address was subsequently drawn up by Captain Hancock, informing them of the actual state of affairs in the north and south of Europe, as well as in Holland; and exciting them to follow the noble example of their countrymen by exerting themselves to shake off the galling yoke of French tyranny: and, lastly, assuring them that, if they were inspired with the same honorable sentiments as the people of Amsterdam, &c., the British fleet would afford them every assistance in recovering their long lost liberty.

Numerous copies of Captain Hancock's address were printed, both in the French and Dutch languages, and measures were taken by him to ensure their being distributed all round the neighbourhood of Walcheren. In the mean time he kept up a constant correspondence with those burghers who represented themselves as favorable to a political change; and it is not too much to say, that he was mainly instrumental in causing the insurrection which led to their complete emancipation.

Admiral Young arrived off West Capel on the 27th Nov., and shortly afterwards informed Captain Hancock that buoys were making on board the ships of the fleet, for marking out the channel to the Roompot; that he would be required to lay them down when completed; and that all the small vessels attached to the fleet were to be placed as additional marks

under his directions. The manner in which this service was performed will be inferred from the following official letter:

"*Impregnable, in the Roompot, Dec.* 14, 1813.

"Sir,—The fleet under my command being safely moored in the Roompot, I have great pleasure in doing justice to the zeal, intelligence, and activity with which you have discharged the various and frequently arduous services in which you have been employed while under my command; and in assuring you of the satisfaction your conduct gave me yesterday, in leading the fleet in to a safe anchorage in the Roompot, which I shall not fail to represent to the Lords Commissioners of the Admiralty. I am, &c.

(Signed) "WM. YOUNG."

"*To Captain Hancock.*"

After the performance of the important service mentioned in the latter part of Admiral Young's letter, Captain Hancock proceeded into the West Scheldt, passing the batteries of Flushing and Cadsand without sustaining any loss. On the 2d Mar. 1814, he displayed his usual zeal and ability in placing the Nymphen in an admirable though dangerous situation for heaving the Antelope of 50 guns off a shoal, on which she had struck whilst endeavouring to push into the same branch of the river, which service was thus acknowledged by Captain Samuel Butcher, her commander:

"To the steady intrepidity of Captain Hancock, who, amidst a shower of shot and shells falling in every direction, took up, and retained for more than five hours, a position from which I was enabled to get on board a bower cable, I am highly indebted."

The occupation of South Beveland, Schowen, &c. by different detachments from the British fleet, has already been noticed in the course of this work; and it therefore only remains for us to say that Captain Hancock continued to be most actively employed in the Scheldt during the whole of those operations; which, owing to the brilliant successes of Wellington, and the rapid advance of the allied armies towards Paris, merged into an insignificance that would not have attended them under any other circumstances. The revolution in Holland is now, however, justly considered as one of the most important features of the late war; and, surely, the expulsion of the common enemy from the islands of Zealand, by a British fleet, at an inclement season of the year, should not be deemed a service unworthy of the future historian's notice.

In April 1814, Captain Hancock gave up the command of the Nymphen, being superseded at his own particular request; and at the latter end of the same month he was appointed to the Liffey of 50 guns, then at Woolwich; in which frigate he escorted a large fleet to Quebec and Halifax, and afterwards served on the Channel station until she was put out of commission in Aug. 1815, since which he has not sought employment. He received the insignia of a C. B. in the month of June preceding.

The following is a copy of Sir William Young's letter respecting the discovery made by him in May 1812:

"*London, Feb.* 3, 1820.

"My dear Sir,—In consequence of your letter I went to the Hydrographer's office, and I found that they had never seen nor heard of a chart in which your name was given to any Gat; I therefore carried them one of mine (Captain Lennock's survey), in which the Gat, with your name in it, is distinctly marked, and they immediately determined to insert it in the Admiralty chart. I am extremely glad that I happen to be here, and to have my charts at hand to correct this omission; for certainly the zeal, ability, and exertion, with which you performed the various services on which you were employed off the Scheldt, well deserve that you should be allowed to enjoy every thing which may mark those services, and be gratifying to you. * * * * * * Believe me, my dear Sir, faithfully yours,

(Signed) "WM. YOUNG."

Captain Hancock married, Nov. 18, 1811, Elizabeth, third daughter of Benjamin Longuet, of Bath, Esq. and co-heiress of the late Thomas Lilley, Esq. His family consists at present of three sons and three daughters.

Agents.—Messrs. Barnett and King.

JOHN WENTWORTH HOLLAND, Esq.

THIS officer went to India with the Hon. Commodore Cornwallis, in 1789; and was a Midshipman on board Earl Howe's flag-ship in the great battle of June 1, 1794, on which occasion he appears to have been wounded. His meritorious conduct while serving as first Lieutenant of the Phœbe frigate, is highly spoken of in Captain (now Sir Robert) Barlow's official letter reporting the capture of l'Africaine, Feb.

19, 1801*, in the performance of which service he again received a wound.

Mr. Holland was promoted to the rank of Commander immediately after this very brilliant action; and he obtained a post commission on the 22d Jan. 1806, since which he has not been employed afloat.

JOHN YELLAND, Esq.

Received a Lieutenant's commission, Mar. 13, 1783; and was promoted to the rank of Commander for his gallant conduct as first Lieutenant of the Monarch 74, in the sanguinary battle off Copenhagen, April 2, 1801†.

Captain Yelland commanded the Fury bomb, off Boulogne, in the spring of 1805; and attained post rank, Jan. 22, 1806. He has enjoyed the out-pension of Greenwich Hospital ever since Nov. 2, 1809.

Agents.—Messrs. Stilwell.

WOODLEY LOSACK, Esq.

Brother of Admiral George Losack. This officer was made a Lieutenant in 1793; and held the temporary command of the Jason frigate in the spring of 1801. On the 1st May, same year, he captured la Dorade, French brig privateer, mounting 14 brass 6-pounders, with a complement of 53 men. The manner in which he obtained a Commander's commission, when serving as first Lieutenant of Admiral Cornwallis's flag-ship, has been sufficiently noticed in our memoir of the gallant Captain Keith Maxwell ‡.

* See Vol. II. part I. p. 47.

† See Vol. I. note at pp. 365—371. *N. B.* The Monarch's Captain (James Robert Mosse) was killed in this combat, and her loss of men was greater than that of any other line-of-battle ship during the war.

‡ See Vol. II. part II. p. 885, and two following pages.

On the 5th June, 1805, Captain Losack, then commanding the Helena sloop of war, on the Irish station, captured, after an action of 15 minutes, the Santa Leocadia, Spanish ship privateer, pierced for 20 guns, mounting 14 nine-pounders, with a complement of 114 men. His post commission bears date, Jan. 22, 1806.

In the autumn of 1810, Captain Losack was appointed to the Galatea of 42 guns, which ship formed part of the squadron under Captain Charles Marsh Schomberg, in an action with three French frigates, off Madagascar, May 20, 1811. The following is a statement of the loss and damages which she sustained on that occasion, viz. Lieutenant Hugh Peregrine, R. M. and 15 men, either killed outright or mortally wounded; Captain Losack, Lieutenant Henry Lewis, R. M. and 17 men severely; and her first Lieutenant (Mr. Thomas Bevis), 2 Midshipmen (Messrs. Henry Williams and Alexander Henning), 21 men, and 3 boys, slightly wounded. Fore and mizen-topmasts shot away, the bowsprit, foremast, main-yard, and main-top-mast badly wounded; all the other masts more or less injured, the standing and running rigging cut to pieces; one boat destroyed by a shot when in the act of receiving a tow rope, and another cut adrift whilst towing astern; 55 shot-holes in her hull, her stern much shattered, and nearly four feet water in her hold.

On the 31st of Oct. 1812, Captain Losack, then on his return to England, in company with two South Sea whalers which he had taken under his protection at the island of Ascension, fell in with the President and Congress, American frigates, and, strange to say, they allowed him to escape without making any strenuous effort to bring his ship to action. The Galatea was, at that time, 93 men short of complement, so that an action with even the smallest of the enemy's ships would not have been desirable on the part of Captain Losack; but the conduct of Commodore Rodgers is quite inexplicable. One of the whalers was unfortunately intercepted when endeavouring to get to leeward of the Americans; the other effected her escape.

In consequence of an implied charge of misconduct, con-

tained in Captain Schomberg's public letter respecting the action off Madagascar, the subject of this sketch, on his arrival in England, demanded a court-martial, which the Board of Admiralty did not think proper to grant; and we shall therefore merely state that Captain Losack was continued in the command of the Galatea until the conclusion of the war. A copy of Captain Schomberg's official despatch will be found at p. 833, *et seq.* of Vol. II. Part II; and a long account of the action is given by Mr. James, in his Naval History, edit. 2nd, Vol. VI. pp. 22—38.

Captain Losack married, first, March 16, 1809, a Miss Gordon, who died in 1815; and 2dly, Aug. 23, 1823, the widow of Captain Edward L. Crofton, R. N. C. B.

Agent.—A. C. Marsh, Esq.

JOHN IMPEY, Esq.

Son of the late Sir Elijah Impey. Made a Lieutenant in 1793, promoted to the rank of Commander in 1802, and posted Jan. 22, 1806.

Agent.—Sir Francis Ommanney.

ALEXANDER ROBERT KERR, Esq.

A Companion of the Most Honorable Military Order of the Bath.

Son of Lieutenant Robert Kerr, R. N. who died at the Royal Hospital, Greenwich, in 1805.

The subject of this memoir entered the naval service as a Midshipman on board the Endymion 44, commanded by Captain (now Lord) Gambier, in Nov. 1781; and served in that ship, the Nemesis, Alarm, and *Boreas* frigates; Rattler sloop of war, Orion 74, Narcissus 20, and Boyne 98; under Captains Edward Tyrrel Smith, Charles Cotton, *Horatio Nelson*, James Wallace, Sir Hyde Parker, Philip d'Auvergne, John Salusbury, Paul Minchin, and George Bowyer; on the Lee-

ward Islands, North American, Jamaica, and Channel stations; till his promotion to the rank of Lieutenant, at the conclusion of the Spanish armament. His first commission bears date, Nov. 22, 1790.

In April 1791, Mr. Kerr was appointed senior Lieutenant of the Narcissus, then commanded by Captain Minchin, with whom he continued until paid off in Oct. following. Previous to the commencement of the French revolutionary war, we find him joining the Boston 32, Captain George W. A. Courtenay, in which ship he lost the sight of his right eye by splinters, and received a grape-shot wound in the shoulder, whilst engaged with l'Ambuscade, a republican frigate of superior force, near New York, Aug. 1, 1793. The following account of that action, and of the circumstances which led to it, has been forwarded to us, by an officer who belonged to the Boston, since the publication of the memoir in which we first noticed it.*

"We sailed from Newfoundland in consequence of a letter addressed to Captain Courtenay, by the late Sir Rupert George, then commanding the Hussar, at Halifax, stating that l'Ambuscade French frigate had arrived on the coast of America, and that there was not a British man of war on that station, of sufficient force to protect our commerce; the Hussar being about to depart for the West Indies, with a fleet of transports under her convoy.

"After calling off Halifax harbour to procure pilots, the Boston proceeded towards Sandy Hook, where she arrived on the 26th July, 1793. Two days afterwards she captured a French schooner privateer of 5 guns and 34 men.

"This prize was manned as a tender, and placed under the command of Mr. Hayes, acting Lieutenant, who was sent into New York, with despatches for the British Consul, apprising him, on the authority of the prisoners, that a French squadron had arrived in the Chesapeake, from Port-au-Prince, St. Domingo, and that the enemy might shortly be expected to appear off the Hook. Mr. Hayes was likewise directed to reconnoitre l'Ambuscade, to obtain information respecting the strength of her crew, to ascertain, if possible, when she would be ready for sea, and above all to endeavour to get some volunteers for the Boston, she being short of complement, and six of her men unable to leave their hammocks.

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* See Captain JOHN HAYES, C. B.

"Mr. Hayes parted company with the Boston, at 4-30 P. M. on the 28th July, taking with him our purser, one midshipman, a pilot, and eight men. On the 30th, *two* officers and *thirteen* men, belonging to l'Ambuscade, were taken prisoners in the way you have mentioned at p. 674, of your late publication.*

"On his arrival at the entrance of the North River, (July 29th, 4 P. M.) Mr. Hayes observed l'Ambuscade at anchor off the town of New York, with top-gallant-masts pointed, and her crew in the act of bending sails. On his nearer approach he clearly ascertained that she mounted 26 long guns on the main-deck, 8 on the quarter-deck, and 2 on the forecastle.

"Soon after the tender had anchored, she was boarded by a French officer, supposed to have been Mons. Bompard himself, who asked her commander if he had seen an English frigate off the Hook; upon which Mr. Hayes informed him that he had the honor to be one of her lieutenants, that he had lately left her there, that she had come from Newfoundland, purposely to meet l'Ambuscade; that her officers would be happy to see the French frigate outside the Hook, and that if Mons. Bompard had the smallest inclination to meet Captain Courtenay, he might depend on finding him about 3 or 4 leagues from the above mentioned point. To this the Frenchman replied that the Boston should certainly be favored with a meeting, and that l'Ambuscade would sail the next morning: he then took leave of Mr. Hayes, and returned on board his frigate†.

"The Boston's real character was first discovered by the master of an American revenue cruiser, who was heard to say, as he passed almost touching her, that 'that ship, and those boats (alluding to two which were towing astern), never came from a French port.' In consequence of this remark, and by the desire of his gallant commander, Lieutenant Kerr went out on the bowsprit, and hailing the vessel, said 'this is the Boston frigate, Captain Courtenay; if l'Ambuscade will come out we shall be glad to see her.' 'I dare say you will,' answered the American; 'I shall be happy to see you meet, and I will take care to let her know it.' This was the only challenge given by Captain Courtenay's directions.

"Finding from the report of l'Ambuscade's officers, that Mons. Bompard was getting ready to sail, and that he would soon be at sea, Captain Courtenay immediately despatched a midshipman (the late Captain Daniel Oliver Guion) in a fishing boat to recall the tender; but on that gentleman approaching New York he met Mr. Hayes and his party coming down the river in a small hired vessel, the French Consul having taken measures to cause the schooner's detention, and thereby prevented him from fulfilling the principal object of his mission.

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* Vol. II. Part II.

† Mons. Bompard commanded a privateer at the close of the American war, and was then taken prisoner by Captain Courtenay.

"On the same day, July 30, Captain Courtenay gave chase to a strange vessel off the Long Island shore; and on the 31st, when returning to the spot where he expected to meet with his tender, he was himself pursued for several hours by the above mentioned squadron, consisting of two 74-gun ships, five frigates, and several corvettes. In the mean time, Mr. Hayes had pushed out to sea, but not finding the Boston, and observing l'Ambuscade under weigh, he was obliged to tack and stand in shore again, by which means alone he could possibly hope to save his people from being captured.

"The Boston resumed her station, off Sandy Hook, just before midnight; and on the *first* of *August*, between 2 and 3 A. M., a large ship was seen to windward; at day-light she was discovered to be a frigate, distant about 3 miles.

"The stranger now hoisted a blue flag, with a white cross at the mizen peak, and both ships set their courses, jibs, and spankers; but kept three reefs in their top-sails, the wind blowing strong, with a smooth sea. In less than an hour the Boston fore-reached on the other frigate, tacked, and passed to leeward off her. At 5 o'clock, being then on her lee-quarter, we again hove in stays, when she hauled her courses up, wore round, hoisted French colours, and steered for our larboard or weather bow. The Boston's first fire did but little execution, and it was quickly returned by the enemy's ship, as she ranged close past us to windward, backing her main-top-sail on the starboard tack.

"Having thus commenced the action, Captain Courtenay directed the helm to be put down, intending to tack under l'Ambuscade's stern; unfortunately, however, our cross-jack-yard had been shot away, which caused us to miss stays, and we were consequently obliged to wear short round in order to close with her. From this time, 5-10 A. M., the Boston's main-top-sail was kept to the mast, and we continued warmly engaged for an hour and three-quarters, during which period the enemy made three attempts to board us, and the colours of each ship were repeatedly shot away.

"After being in action more than an hour, the Boston's main-top-mast fell on the lee-quarter of the main-yard, and caused it to top an end; the enemy's cross-jack-yard was also gone, and her fore-top-sail-yard was lying on the cap.

"About a quarter of an hour before the firing ceased, an unlucky shot struck the foremost hammock stauncheon on the quarter-deck, which occasioned the death of Captain Courtenay, and the marine officer, who were then walking together. At this time the first and second Lieutenants were below getting their wounds dressed*; but the senior, Mr. John Edwards, who

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* Lieutenant Kerr, "with the temporary loss of sight in one, and with total blindness in the other, of his eyes."—*James's Nav. Hist.* 2nd. edit. vol. i, p. 145.

had been much hurt by a splinter striking him on the head, was no sooner informed of his Captain's fall than he went upon deck and assumed the command.

"The Boston had hitherto maintained a position close under the enemy's lee; but was now fore-reaching, and falling to leeward for want of after-sail, the gaff being shot away, and the mizen-stay-sail literally cut to pieces, no less than 25 large shot, besides an immense number of musket-balls, having passed through it. The main-top-sail was hanging over the lee-gangway, so that it was absolutely necessary to clear the wreck before the larboard guns could be fired with safety; and when about to wear, for the purpose of bringing them to bear on l'Ambuscade, several strange sail suddenly appeared to windward. This alone induced Lieutenant Edwards to put before the wind, and Mons. Bompard, although encouraged by the sight of his supposed countrymen, did not make any attempt to follow the Boston until she had increased her distance to about 2 miles. The last shot fired by either party was at about 7 A. M.*.

"The Boston's damages, in addition to those I have mentioned, were as follow:—the cap of the bowsprit shot away; fore-top-mast, and fore and main-yards badly wounded; mizen-mast wounded and sprung; the whole of the mizen-rigging on both sides, and the standing and spring-stays shot away; only two main shrouds on one side, and one on the other left standing; the fore-rigging much injured; the main-spring-stay and both bob-stays cut in two; every brace and bowline gone; the ship hulled in many places, and two of the main-deck-guns dismounted. The loss we sustained has been correctly stated by you†, and that it was not greater is truly astonishing, as the musket-balls afterwards picked up on our quarter-deck alone amounted to an almost incredible number.

"Our opponent mounted 26 long twelves, 10 long sixes, and 2 heavy carronades; the Boston had the same number of long twelves, but only 6 sixes, and not a single carronade, either '*monkey-tailed*,' or of any other description. Lieutenant Hayes, Mr. Guion, &c. having been prevented from joining the ship, the total number of effective officers, men, and boys on

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* The strangers to windward were very naturally suspected to be French; but it was afterwards ascertained that they were Americans, coming out to witness the battle. L'Ambuscade brought to with her head to the eastward, at 8 A. M. and was soon afterwards lost sight of by the Boston. The enemy's squadron from St. Domingo anchored at Sandy Hook Aug. 1st, and went up to New York on the following morning.

† 10 killed and 24 wounded. *N. B.* Although none of l'Ambuscade's masts fell during the contest, she was obliged to take them all out on her return to New York, where she continued upwards of two months, repairing the damages she had sustained by the Boston's fire. See *James's Naval Hist.* 2d ed. Vol. I, p. 147.

board in the action was only 189; and a few of these were necessarily stationed as sentries over the 49 French prisoners. L'Ambuscade, notwithstanding the absence of two officers and a boat's crew, had many men above her established complement; indeed it was afterwards strongly reported that the numerical strength of her crew, including American volunteers, exceeded 400; but this is a point that I will not pretend to determine. That she had an unusually large proportion of small-arm-men cannot be disputed*.

"After losing sight of l'Ambuscade, we steered for the Delaware, in order to repair our damages; but when about to enter that river the next morning, a pilot-boat informed us that two French frigates had gone in at day-light; it was therefore thought prudent to haul off and steer for Newfoundland, where we arrived in safety on the 19th of the same month. I should here mention, that a letter, written purposely to deceive the enemy, was addressed to the British Consul at Philadelphia, stating that we were going to refit at Jamaica, which letter was carried to the French frigates according to our expectation."

The official letter respecting this hard-fought action, written by Lieutenant Edwards, was never published, probably because he mentioned in it, that a number of men, on seeing Captain Courtenay fall, had run from the Boston's quarter-deck guns, and seated themselves round the fore-brace-bitts, from whence he could not immediately get them back to their quarters. We know that such were the reasons assigned by Lieutenant Edwards for his own precipitate conduct in ordering the body of his gallant Captain to be thrown overboard without surgical examination; and although it might have been impolitic to publish such facts at the commencement of the French revolutionary war, we see no reason why they should be concealed at this distant period.

The Boston returned to England in 1795, under the command of Captain (now Sir James N.) Morris; and we subsequently find Mr. Kerr serving on board the Repulse of 64

* Mr. Hayes returned to the schooner at day-light on the 1st Aug. and soon afterwards obtained permission from the American governor to depart in her at his own pleasure: he ultimately effected his escape from the enemy by passing through Hell-Gate into Long Island Sound about the same hour that the French squadron anchored before New York. His conduct throughout the whole affair entitles him to the highest praise.

guns. About April, 1796, he was appointed first Lieutenant of the Clyde 46, commanded by the present Commissioner Cunningham, whose high opinion of him was thus publicly expressed in a letter to Lord Keith, reporting the capture of la Vestale French frigate, Aug. 20, 1799:

"The Clyde's officers and men conducted themselves much to my satisfaction; and I received that support from Lieutenant Kerr which I was prepared to expect by his animated conduct in former critical and more trying situations."

Mr. James, in his second edition, after giving an account of the Clyde's action, says, "since the capture of the Reunion by the Crescent, and of the Unité by the Revolutionnaire*, it had not been customary to knight the Captains of 18-pounder frigates for their success over the 12-pounder frigates of the enemy. Hence Captain Cunningham was not so rewarded; but the Clyde's first Lieutenant, Alexander Robert Kerr, was made a Commander †." Our contemporary "must excuse us" for reminding him that la Vestale was captured on the 20th Aug. 1799, and that Lieutenant Kerr was not promoted until April 29, 1802. The manner in which the Clyde was employed during the six years that Mr. Kerr served under Captain Cunningham, and her well-managed escape from the mutinous fleet at the Nore, have been described in our memoir of the latter officer, Vol. II. Part I, p. 77. *et seq.*

From June, 1802, till February, 1806, Captain Kerr commanded the Diligence and Combatant sloops of war, both employed watching the enemy's flotilla at Boulogne. In the latter vessel he assisted at the capture of a lugger privateer, near Cape Grisnez. His post commission is dated Jan. 22d, 1806.

We now lose sight of Captain Kerr until Aug. 1808, between which period and the month of June 1809, he was successively appointed, *pro temp.*, to the Tigre, Valiant, and Revenge, third rates, employed off Brest, l'Orient, and Rochefort.

The Revenge was the only two-decker of Lord Gambier's fleet that sustained any loss in Aix Roads on the memorable

* See our first Vol. pp. 178 and 277.

† See Naval Hist. Vol. II. p. 500.

12th April, 1809. By reference to his lordship's official letter, which is inserted at p. 818 of our first volume, it will be seen that she then formed part of the advanced squadron under the orders of Captain (now Rear-Admiral) John Bligh, by whom it is stated that she anchored about three cables' length within Lord Cochrane's ship, and drew the fire of the batteries of Isle d'Aix from the frigates and smaller vessels to herself. This statement was made at the trial of Lord Gambier, on which occasion the following questions were put to Captain Bligh:

1st, "What number of guns appeared to command the anchorage of Aix Roads from the batteries of the island?" A. "*When at anchor in the road of Aix, I counted* 50 *guns; there may have been more, but I am certain there were not less.*"

2nd, "Did the enemy throw shells from the island?" A. "*They did.*"

3rd, "What is your opinion of the position taken by Captain Kerr, of the Revenge; was it judicious?" A. "*I think it impossible a ship could be better placed than the Revenge; and indeed the general conduct of the Revenge on that day reflects the highest credit on the zeal and bravery of her Captain.*"

From the evidence given by Captain Kerr at the same trial, we find that the Revenge's bowsprit was very much injured, great part of the running rigging and sails were cut to pieces, five planks of the quarter-deck cut through, and one of the beams was entirely carried away. She had also a number of large shot in different parts of the hull; and her loss consisted of 3 men killed and 15 wounded, 2 of whom mortally. On the following day, when returning to Basque Roads, she was struck between wind and water, under the main-chains, by a shot from Isle d'Aix, the shells from Oleron at the same time passing over her.

Captain Kerr's next appointment was to the Ganymede of 26 guns, but he does not appear to have ever sailed in that ship. The Unicorn 32, to which frigate he was removed in Aug. 1809, captured, whilst under his command, le Gascon French privateer, of 16 guns and 113 men; and l'Espérance (formerly H. M. 22-gun ship Laurel) armed *en flute*, with a valuable cargo of East India produce.

In April, 1811, Captain Kerr assumed the command of a most desirable frigate, the Acasta, mounting 48 guns, with a

complement of 300 men. During his continuance in her he captured the American brig privateer Curlew, of 16 guns (pierced for 20) and 172 men; Highflyer, schooner privateer, 5 guns and 75 men; Herald letter of marque, 10 guns (pierced for 18) and 60 men, from Bourdeaux, bound to Baltimore *; and several unarmed merchantmen. He also assisted at the capture of the Snapper schooner privateer, of 10 guns and 90 men; and the Porcupine letter of marque, with a valuable cargo, from Bayonne bound to Boston; likewise at the recapture of a British 20-gun ship, and many trading vessels, which had been taken by the Constitution and other American cruisers.

The Acasta returned to England in July, 1815; and Captain Kerr was about the same time nominated a C. B. as a reward for his long and arduous services. The following letter was addressed by him to the author of this work, shortly after the publication of Sir George Collier's memoir:

"*Great King Street, Edinburgh, Oct.* 6, 1825.

"Sir,—I have just seen in the fourth part of your Naval Biography, a note attached to the memoir of the late Sir George Collier, which induces me to explain why I did not make a signal to the Leander of the force of the American squadron off Porto Praya, on the 11th Mar. 1815.

"Perhaps you are not aware that, at the time the Acasta's log states the force of the enemy, the Leander was nearly as close to them as the Acasta; and as the water-lines of the enemy's ships were distinctly seen from her, I could not suppose that any difference of opinion could possibly exist respecting their force. I therefore considered the senior officer fully able to judge for himself, and that it would be presumption in me to make that signal, or to suppose they could not make out the force of the enemy on board the Leander as clearly as we did in the Acasta. I am, &c.

(Signed) "A. R. KERR."

"*To Lieut. John Marshall, R. N.*"

ANSWER.

"*London, Oct.* 10th, 1825.

"Sir,—I have been favoured with your letter of the 6th inst., and I shall feel much pleasure in giving publicity to the explanation therein contained; but I must confess that nothing less than such an avowal, coming from an officer of high reputation and indisputable veracity, could possibly have staggered my belief as to the state of the weather, and the position of

* This vessel was afterwards the Barbadoes sloop of war.

the Acasta, on the unfortunate 11th Mar. 1815. The former, judging from the documents which were sent to me soon after a late melancholy event, I certainly supposed to be so very thick and hazy, as to render it impossible for the Leander to make out, what you appear to have so promptly and correctly done, the real force of the enemy; particularly as it is stated by Captain M'Dougall, whose letter I have incorporated with the memoir of his lamented friend, that the Levant was not discovered to be only, "a corvette or 20-gun ship" until the Leander's fire was opened upon her: and the log of the senior British officer describes that as having been done only *ten* minutes previous to the enemy rounding the eastern point of Porto Praya bay, when on her return to the anchorage she had so lately left; and not more than *twenty* minutes before the Leander was obliged to shorten sail in consequence of finding herself close to the rocks off Quail island. The following extract from the log of the Leander will corroborate what I have just written:

"'3-15 P. M., opened our fire on the chace, who hoisted American colours,—*saw the land a-head.*'

"'3-25,' (*ten minutes after gaining sight of the land*) 'saw chace rounding the easternmost point of the harbour.'

"'3-35,' (*only ten minutes later*) 'up main-sail, being close to the rocks off Quail island.'

"From an entry in the Newcastle's log, the only one that mentions how the British ships bore from each other when they had all tacked to the eastward, at 1 P. M., I could do no otherwise than suppose that you were more than a mile nearer to the enemy than Sir George Collier was, and nearly in a line between him and them *. You have been kind enough to undeceive me, and I return you my best thanks for doing so. I am, &c.

(Signed) "JOHN MARSHALL."

"*To Captain Alex. R. Kerr, R. N. C. B.*"

The subject of this memoir married, in Jan. 1805, Charlotte, youngest daughter of Dr. Charles Maule, formerly a physician in India, and by that lady he has seven children. His eldest son is a Midshipman, R. N.

Agent.—A. C. Marsh, Esq.

DONALD M'LEOD, Esq.

A Companion of the Most Honorable Military Order of the Bath; and a Captain of the Royal Hospital at Greenwich.

THE manner in which this officer was principally employed as a Commander, will be seen by the following official letter, from Sir James Saumarez, K. B. to the Secretary of the Ad-

* See Vol. II. Part II. note ‡ at p. 536.

miralty, dated on board the Cerberus frigate, off Granville, Sept. 15, 1803;

"Sir,—I beg you will please to inform my Lords Commissioners of the Admiralty, that, having been joined by the Terror bomb on the 8th, and the Sulphur on the 12th instant, I embarked on board H. M. S. Cerberus, and sailed from Guernsey roads the following morning, with the Charwell (sloop) and Carteret cutter in company *.

"It blowing a strong breeze from the eastward, it was not until Tuesday evening I was enabled to get off Granville; when, having had an opportunity to reconnoitre the enemy's gun-vessels and other craft within the pier, and the different batteries by which they were protected, I anchored in the Cerberus as near shore as the tide would admit, having only 16 feet at low water: at 11, the Terror came up, but having also grounded, it was not until 2 o'clock that Captain (George Nicholas) Hardinge was enabled to place his ship in the position assigned to her, which he did in a most judicious manner, and opened a brisk fire from his two mortars, which was returned from the gun and mortar-batteries on the heights near the town, and also from some guns on the pier, and the gun-vessels placed at the entrance.

"From the number of well-directed shells thrown from the Terror into the pier, and parts of the town, I am persuaded they must have done very considerable damage. The fire was kept up till after 5 o'clock, when I thought it advisable to recall the Terror, and anchored with this ship and the Charwell a short distance further from the town.

"The Sulphur bomb, whose bad sailing prevented her from beating up, joined shortly after, and also anchored. The loss on this occasion was 2 men wounded by splinters on board the Terror. A few shells were thrown in the evening, but the tide prevented the ships getting sufficiently near to be attended with much effect.

"This morning the squadron were under sail before dawn of day, and all circumstances concurred to enable them to take their respective stations with the utmost precision; the two bombs opened a brisk and well-directed fire soon after 5 o'clock, which was unremittingly kept up until 10-30, when the falling tide rendered it necessary to withdraw from the attack. Twenty-two gun-vessels, that had hauled out of the pier, drew up in a regular line, and kept up a heavy fire, jointly with the batteries around the port, without doing much execution.

"The Cerberus, after getting under sail, grounded on one of the sand-banks, and remained above three hours before she floated: nine of the gun-boats, perceiving her situation, endeavoured to annoy her, and kept up a heavy fire upon her for some time, but were silenced by the Charwell and Kite †, and also by the fire from the Sulphur and Terror bombs, and

* Captain M'Leod was appointed to the Sulphur at the renewal of hostilities, in May 1803.

† The above sloops were commanded by Captains Philip Dumaresq and Philip Pipon.

by the carronade launch of the Cerberus, under the orders of Lieutenant Mansell, assisted by the Eling (schooner) and Carteret, which obliged them to take shelter in their port.

"In the performance of this intricate service I cannot too highly applaud the zeal and persevering exertions of all the officers and men under my orders; and I should not do justice to the merits of Captain (William) Selby, was I not to acknowledge the able assistance I have received from him since I have had the honor of being in his ship. The steadiness and good conduct of all the officers and men in the Cerberus, during the time the ship was aground, also do them infinite credit.

"The various services on which Captain M'Leod of the Sulphur, and Captain Hardinge of the Terror, have been employed this war, are already sufficiently known*; but I will venture to assert that in no instance can they have displayed greater zeal and gallantry than on the present occasion: and great praise is also due to Lieutenants Macartney and Smith, and the parties of artillery embarked on board the bomb-vessels. It is not possible to ascertain the damages the enemy have sustained on this occasion, but as, during the bombardment, very few, if any, of the shells missed taking effect, they must have been very considerable. I am, &c.

(Signed) "JAMES SAUMAREZ."

The subject of this memoir appears to have been the senior Commander employed by Lord Keith during the "catamaran" expedition, against the Boulogne flotilla; and although the attempt then made to destroy the enemy's vessels ended in complete disappointment, and became an object of great ridicule, it afforded him an opportunity of displaying considerable intrepidity, as will be seen by his lordship's official letter to the Secretary of the Admiralty, from which we make the following extract:

"The conduct of the officers and men who have been employed on this occasion, deserves my highest commendation; I cannot more forcibly impress their merits upon their Lordships' attention, than by remarking, that the service was undertaken, not only in the face of, but immediately under the whole line of the enemy's land batteries, and their field-artillery and musketry upon the coast, but also under that of upwards of 150 armed vessels, ranged round the inner side of the bay; and that the officers and men who could so deliberately and resolutely advance into the midst of the flotilla, under such circumstances, must be considered worthy of being entrusted with the performance of any service, however difficult or dangerous it may appear to be, and consequently to be highly deserving of their Lordships' protection."

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* We have not found Captain M'Leod's name in any of the gazettes previous to this period.

The officers to whom the charge of the principal explosion vessels was confided by Lord Keith, were *Commanders* Donald M'Leod (of the *Sulphur)*, Samuel Jackson *(Autumn)*, — Edwards *(Fury)*, Valentine Collard *(Railleur)*, and Thomas Searle *(Helder)*; *Lieutenants* Hew Steuart (of the *Monarch)*, — Lowry *(Leopard)*, Charles Payne *(Immortalité)*, and — Templer *(Sulphur)*; the only midshipman thus employed was Mr. David Ewen Bartholomew, of the *Inflexible*. Captains Robert Winthrop and Edward W. C. R. Owen, of the Ardent and Immortalité, most zealously and usefully superintended the operations from the southward; and the Hon. Henry Blackwood (Euryalus), from the northward*.

Captain M'Leod was subsequently appointed to the Cygnet sloop of war. During the Copenhagen expedition, 1807, he commanded the Superb 74, bearing the broad pendant of Commodore Keats; and he afterwards successively served as flag-captain to the same distinguished officer, to Rear-Admiral William Albany Otway, and to Vice-Admiral John Holloway; the latter commander-in-chief at Newfoundland. His post commission bears date Jan. 22, 1806.

In the summer of 1810, we find Captain M'Leod regulating the impress service at Liverpool, where he continued until the peace with France, in 1814. On the return of Napoleon Buonaparte from Elba, he assumed the command of Rear-Admiral W. H. Scott's flag ship, on the Downs station; in Dec. following he was nominated a C. B.; and in the year 1819, he became superintending Captain of the ships in

* In addition to the officers mentioned by Lord Keith, and whose names we have given above, the following gentlemen volunteered to conduct catamarans, and consequently shared the dangers of the night of Oct. 2, 1804; Lieutenants Elliston and Pearce *(Leopard)*, Orchard and Bridges (*Veteran*), Parker and Mainwaring (*Leda*), Tucker, Williams, and Sibthorp *(Euryalus)*, Campbell and Williams (*Adamant*); Mr. Bowen, Master's Mate of the Ardent; and Messrs. Rooke, Lloyd, and Crawford, Midshipmen of the Veteran and Leda. For a description of the "catamarans" and an account of the manner in which they were employed, we must refer our readers to the Naval Chronicle, Vol. XII. pp. 313—315.

ordinary at Chatham, where he remained the usual period of three years. We are not acquainted with the exact date of his appointment to the Royal Hospital at Greenwich, but we believe that it took place on the demise of Captain Samuel Arden.

Agents.—Messrs. Maude.

HENRY MANATON OMMANNEY, Esq.

Third son of the late Rear-Admiral Cornthwaite Ommanney, and brother of Captain John Ackworth Ommanney, R. N.*

This gentleman was made a Lieutenant in 1794, and served as such on board the Zealous 74, bearing the flag of the late Admiral Archibald Dickson, in 1796; he was subsequently employed on the Mediterranean station, from whence he returned to England about Feb. 1802. His name appears among those officers who received gold medals from the Turkish government for their services on the coast of Egypt.

In 1802, Mr. Ommanney was promoted to the rank of Commander, and appointed to the Falcon sloop of war. His post commission bears date Jan. 22, 1806; and his last appointment was, about Feb. 1812, to the Vigo 74.

Agent.—Sir Francis Ommanney.

ARCHIBALD DUFF, Esq.

Embarked as a Midshipman, in June, 1788; served the two first years of his time on board the Champion 24, commanded by Captain (now Admiral) Sampson Edwards, on the Leith station; and the remainder under the late Captain George Duff, in the Martin sloop, Resource frigate, Glory 98, and Duke of the same force; the latter second rate bearing the broad pendant of the Hon. Commodore Murray, during the expedition against Martinique, in June, 1793†.

* See Vol. II. Part I. p. 303, *et seq.*

† See Vol. I. p. 40*, and there make the following correction: viz. line 6 from the top, *for* Monmouth, *read* Monarch, the latter commanded by Sir James Wallace.

His promotion to the rank of Lieutenant took place in the course of the year 1794; and we afterwards find him serving with Captain Duff, in the Ambuscade and Glenmore frigates, on the North Sea, and Irish stations.

Mr. Duff's next appointment was to the Foudroyant of 80 guns, commanded by Sir Thomas Byard, with whom he continued on Channel service until that officer's demise, Oct. 30, 1798. He subsequently joined the Barfleur 98, and proceeded in her to the Mediterranean, where he again removed into the Foudroyant, which ship shortly afterwards received the flag of Lord Nelson, by whom he had the honor of being allowed to remain as one of his Lieutenants.

In Sept. 1799, the subject of this sketch performed a very intrepid and humane action, for which he was deservedly praised, both by his Admiral and Captain, the latter of whom granted him a certificate to the following effect:

"These are to certify that Captain Archibald Duff, when a Lieutenant on board H. M. S. Foudroyant, under my command, in 1799, and when she was lying at anchor in the bay of Palermo, did, in a most gallant manner, jump overboard, and save a seaman belonging to the said ship. This happened in the middle watch, and the night was very dark. The unfortunate man would most certainly have been drowned, had it not been for the exertions of this enterprising young officer.

(Signed) "T. M. HARDY."

On the 10th Feb. 1800, Lieutenant Duff assisted at the capture of le Généreux French 74, and a large armed transport, proceeding to the relief of Malta*. Soon after this event he joined the ill-fated Queen Charlotte, whose destruction by fire, off Leghorn, has been fully described in our memoir of Captain the Hon. George H. L. Dundas. On that awful occasion Lieutenant Duff was only roused from his sleep by the guns going off as they became heated; and he escaped from the surrounding flames by jumping overboard and swimming to the launch, which was providentially towing astern, and had already been taken possession of by many more men than she could conveniently carry. Mr. Duff fortunately reached her just as they were in the act of casting off the tow-rope, and he had the happiness of being afterwards able to save the lives of several other persons, as appears by the testimony of

* See Vol. II. Part I. p. 26.

a respectable officer, who thus expresses himself on the subject:

"Captain Duff, when Lieutenant of H. M. late ship Queen Charlotte, at the time she was burnt, was the means of saving the lives of several men, through his humane and feeling exertions, by over-ruling the objections of those in the boat with him against receiving any more; of which number I was one of the fortunate individuals saved on that melancholy occasion.

(Signed) "WILLIAM FERGUSON, Lieut. R. M."

After remaining for some time on board the Minotaur 74, Mr. Duff was appointed to command the Bonne Citoyenne sloop of war; but the Admiralty refusing to confirm his acting order, he was obliged to join the Guillaume Tell, a French 80, taken by Lord Nelson's squadron, and to continue in her until Lord Keith shifted his flag from the Minotaur to the Foudroyant, when he became first Lieutenant of the latter ship, in which capacity, and as acting commander of the Mondovi brig, he continued during the most important part of the campaign in Egypt.

On the surrender of Grand Cairo, the Mondovi was selected to carry home Captain Richard Curry and Major Henry Montressor, the officers charged with the naval and military despatches announcing that conquest*; and on her return to the Mediterranean, Lieutenant Duff resumed his former station on board the Foudroyant, but was shortly afterwards appointed by Lord Keith to the command of the Lutine prison-ship, stationed at Minorca, where he remained until she was ordered to be broken up, in consequence of the peace of Amiens. His commission as a Commander was confirmed about the same period. We should here observe that the Mondovi was attacked by seventeen Spanish gun-boats in the Gut of Gibraltar, and succeeded in beating them off, notwithstanding their immense superiority of force. She also captured several French vessels with troops, whilst commanded by Captain Duff, and employed on the coast of Egypt.

Shortly after the renewal of the war, in 1803, Captain Duff was appointed to the Megæra fire-ship, and a few small vessels were occasionally placed under his command for the

* See Vol. II. Part I. pp. 462—463.

purpose of watching the enemy's ports in the Channel. His post commission bears date Jan. 22, 1806.

In 1807, we find Captain Duff commanding the Muros of 20 guns, and convoying a fleet of merchantmen to Halifax; from whence he proceeded to the Jamaica station, and there made several captures.

Whilst cruising off the Havannah, in Mar. 1808, Captain Duff received information that the Spaniards were fortifying Bahia Honda; and, as that was the only port on the north coast of Cuba into which a British ship could run for shelter during bad weather, he considered it a matter of importance to destroy the enemy's works: but, unfortunately, his pilot ran the Muros on a reef at the entrance of the harbour, and every effort to get her off proved useless. Fortunately, a small privateer was then in company, and with her aid Captain Duff was enabled to carry the whole of his officers and crew to three prize vessels which he had left at the Dry Tortugas, from whence they all returned in safety to Jamaica.

Captain Duff's last appointment was, in 1813, to the President frigate, then on the Cork station, but subsequently sent to protect the north coasts of Ireland and Scotland against the American cruisers; on which service he continued to be employed until the termination of hostilities in 1815.

In 1819, Captain Duff published "A CLAIM TO THE INVENTION OF THE TUBE SIGHT, *for giving greater effect to the fire of Artillery, more particularly at Sea*, as submitted to the Right Honourable the Lords Commissioners of the Admiralty, on *the 4th October* 1813, with further illustrations and comparative REMARKS ON THE TUBE SIGHT, as lately recommended by MAJOR-GENERAL SIR WILLIAM CONGREVE, in his *Book of the 4th February*, 1818, and tried on board His Majesty's Ship Liffey." In this pamphlet Captain Duff says:

"I have hitherto had no reason to believe but that I was the first to recommend the improved Sight, and to enforce the principle on which its efficiency depends; but my *method* of applying it was not so fortunate as to meet with the approbation of their Lordships, to whom it was presented about five years ago. This I learn by observing that the same Sight, though with additional apparatus, and applied in a different manner, on a plan of Major-General Sir William Congreve's, was ordered for trial by the

Board of Admiralty in December last, on board H. M. S. Liffey."—*Preface*, par. 3.

"Uninformed, however, of the date on which Sir William Congreve first put his ideas on the subject on record, or gave them publicity, further than what his work declares, I shall be ready to yield to him my claim to the original invention whenever he may make it appear that I ought to do so. But as to the practical utility of his plan, I must here repeat that his premises appear to me, morally as well as physically, so unattainable, and his whole process so directly at variance with a seaman's knowledge and experience, that I do not hesitate to predict (whatever may have been the result of the practice in the smooth water of the river Medway, where probably the different distances were measured or otherwise ascertained,) it will never stand the test of experiment in action, in a rough sea, or in ocean water, where alone its utility must be looked for."—p. 25.

For the particulars of Captain Duff's invention we must refer our readers to his pamphlet, which appears to have been published at No. 87, Wimpole Street, Cavendish Square, London.

Captain Duff was presented with two gold medals during the late wars: one he received from the Turkish government for his services in Egypt; and the other from the Royal Humane Society, for his "intrepid and manly exertions in risking his own, to preserve the life of a fellow creature."

Agent.—J. Petty Muspratt, Esq.

DONALD HUGH MACKAY, Esq.

Youngest son of the late Hon. George Mackay, of Skibo, N. B. Member of Parliament for Sutherlandshire, by Anne, grand-daughter of Kenneth Sutherland, third Lord Duffus, who was attainted in 1715; and sister of James, the present Baron Duffus, who was restored to that title by Act of Parliament, which received the Royal Assent, May 26, 1826*.

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* Kenneth Lord Duffus, was a Captain in the Royal Navy at the period when the rebellion broke out in Scotland, under the influence and direction of the Earl of Mar, which unfortunate business was decided by the battle of Sheriff Muir, Nov. 13, 1715. Having engaged in that rebellion, his lordship was included in the act of attainder consequent thereupon. When informed thereof he was in Sweden, but he resolved immediately to return to England

In the course of our researches, we have frequently found a Mackay serving with distinction in the field; but the first of this family that ever joined the royal navy is the officer whose services we shall presently notice. His immediate ancestor, Sir Donald Mackay (created Lord Reay, June 20, 1628), was a highland chieftain, whose conduct as a warrior is highly spoken of in "Naylor's History of the Seven Years' War*." A General of the same name and family commanded the royal troops at the battle of Killicrankie, 1689; and was afterwards

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and surrender himself; which resolution he communicated to the English minister at Stockholm, who accordingly notified it to the Secretary of State. On his way to England, however, he was arrested by the British Resident at Hamburgh, who detained him close prisoner till the time limited by the act for the attainted persons to surrender had elapsed. He afterwards entered the naval service of Russia, and died a flag-officer. It was this unfortunate nobleman who commanded the Advice of 46 guns, in an action which is thus described by Campbell:

"On the 27th June, 1711, an English man-of-war, called the Advice, commanded by Kenneth, Lord Duffus, was attacked in Yarmouth roads, by several French privateers. His Lordship engaged them with great bravery, and did not give up his ship, which was a fourth rate, of 46 guns, till all his sails were torn to pieces, not a brace or bowling left, shrouds cut away, two-thirds of his men killed and wounded, and his lordship had five balls in his body. The eight privateers that took him, carried the ship with great triumph into Dunkirk, where they most inhumanly stripped both officers and private men of their wearing apparel, and, but for the kindness of the inhabitants, had left them in a manner naked."—See *Campbell's Lives of the British Admirals*, vol. 4, p. 116, edit. of 1812.

* Sir Donald Mackay went over to Germany, 1625, at the head of 1500 chosen followers, armed with pikes and fully accoutred at his own expense. After assisting the King of Bohemia, he successively entered into the service of the monarchs of Denmark and Sweden, acquired great reputation, and enjoyed the confidence of the heroic Gustavus Adolphus, who was so much pleased with the bravery and good conduct of the highlanders that always kept them near his royal person.

Sir Donald was created a Baronet of Nova Scotia, Mar. 18, 1627, and advanced to the dignity of the Scotch peerage, as above stated. During the civil war his lordship, having joined the royal party, was taken prisoner at the surrender of Newcastle to the Scots army, and sent to the castle of Edinburgh, in order to be tried; but being relieved by the Marquis of Montrose, he retired to Denmark, and there spent the remainder of his days.

killed by the side of King William, at the battle of Steenkirk, in Flanders, July 24, 1692. Captain Mackay's uncle died commander-in-chief of the forces in Scotland, about May, 1789; and his eldest brother, now Lord Reay, commanded the "Loyal North Britons," a corps entirely composed of Highland gentlemen, who enrolled themselves at the period of the threatened invasion, and were reviewed near London by his late Majesty, on which occasion they all appeared in their national costume.

Mr. *Donald Hugh Mackay* was born Dec. 31, 1780; and he entered the naval service in 1792, under the patronage of the late Admiral Robert Roddam, then commander-in-chief at Portsmouth.

After passing some time as a cadet at the Royal Naval Academy, Mr. Mackay joined the Dædalus of 32 guns, commanded by Captain (now Sir Thomas) Williams, with whom, and Sir Richard I. Strachan, he subsequently served as a Midshipman on board those active and successful frigates, the Unicorn, Melampus, and Diamond *.

Mr. Mackay was promoted to the rank of Lieutenant in 1798; and, as an armament was then preparing to sail against Ostend, Earl Spencer, to whom he had been strongly recommended by his late Captain, was pleased to appoint him to the Ariadne a 20-gun ship, in order that he might partake of that service †; but on his return from the Flemish coast, the Earl immediately removed him into an active frigate, the Melpomene, commanded by Sir Charles Hamilton, Bart. under whom he continued to serve until the summer of 1799, when he joined the Isis 50, bearing the flag of Vice-Admiral Mitchell, who was at that period selected to conduct the naval part of a formidable expedition destined against the Helder ‡.

After witnessing the fall of that fortress and the surrender of the Texel squadron, Lieutenant Mackay accompanied his

* See Vol. I. pp. 387 and 287.
† See *id.*, note at p. 713 *et seq.*
‡ See *id.*, note at p. 414 *et seq.*

Admiral up the Zuyder Zee, where he commanded the tender to the flag-ship at the capture of four Dutch gun-vessels, forming part of the flotilla collected for the protection of Amsterdam. The particulars of this service will be given in the supplement to our memoir of Captain Patrick Campbell, C. B.

On his return from Holland, Lieutenant Mackay joined the grand fleet, then under the command of Earl St. Vincent; and at the close of the French revolutionary war we find him again serving with Sir Andrew Mitchell, on board the Windsor Castle of 98 guns. His promotion to the rank of Commander took place in April 1802.

At the renewal of hostilities, 1803, Captain Mackay was appointed to the Prince William armed ship, on the North Sea station; and in the autumn of 1804, he appears to have been removed into the Scout sloop of war, fitting for the Mediterranean, where he continued until posted, Jan. 22, 1806.

Captain Mackay's subsequent appointments were to the Druid frigate, Inflexible 64, Volage 26, Malacca 42, and Minden of 74 guns. In the former ship he was employed on the Irish station; in the Volage he conveyed Sir Evan Nepean, Bart. to his government at Bombay, and was afterwards actively employed under the orders of Sir Samuel Hood, in the Eastern Archipelago and China seas, where the duties which he had to perform were of a very arduous nature. The Malacca formed part of the squadron under Captain George Sayer, during the operations against the Sultan of Sambas, in 1813*; and the Minden was paid off at Portsmouth, on her return from India, in 1816; since which period Captain Mackay has not held any appointment.

Agent.—J. P. Muspratt, Esq.

* See Memoirs of Captain GEORGE SAYER, C. B., and Captain SAMUEL LESLIE.

FRANCIS MASON, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer was born Feb. 10, 1779, and had the misfortune to be left an orphan at a very early age. He entered the naval service under the protection of the late gallant and worthy Rear-Admiral John Willet Payne, by whom he was received as a Midshipman on board the Russel 74, at Chatham, in May, 1793; and with whom he bore a part in the memorable battle of June 1st, and also in the preceding actions of May 28 and 29, 1794; on which occasions the Russel sustained a total loss of 8 men killed and 26 wounded, received considerable damage in her hull, under water, and was much cut up in her masts, sails, and rigging.

In the ensuing winter, Mr. Mason was lent to the Jupiter 50, on board which ship his patron had hoisted a broad pendant, as Commodore of the squadron destined to escort H. S. H. the Princess Caroline of Brunswick, from Cuxhaven to England *. On his return from that service he rejoined the Russell, then commanded by Captain Thomas Larcom, a brave and zealous officer, under whom he served in Lord Bridport's action, off l'Orient, June 23, 1795; on which day the Russell was the third ship that closed, and one of those most warmly engaged with the enemy; her loss, however, consisted of only 3 men slain and 10 wounded, including among the latter a military officer, who was doing duty as captain of marines †.

Mr. Mason continued in the Russel, on the Channel and North Sea stations, until the latter end of 1796, when the whole of her officers and crew were turned over to the Impetueux of 78 guns ‡, the command of which ship had been conferred

* See Vol. I. note ‡ at p. 353 *et seq.* It is worthy of remark, that Captain Mason's eldest son assisted at the embarkation of her late Majesty's remains, at Harwich, Aug. 16, 1821.

† Captain Bacon, of H. M. 118th regiment.

‡ Formerly l'Amerique, one of the Russel's opponents on the glorious 1st of June.

upon Captain Payne, who was subsequently employed as senior officer of a cruising squadron, but whose ill-health obliged him to come on shore in the spring of 1798, without having had an opportunity of adding to his well-earned reputation by the performance of any greater service than that of capturing two French privateers and several Spanish merchantmen.

After remaining a short time with Captain Payne's successor, the present Admiral Edwards, Mr. Mason was recommended by the former officer to the Hon. Robert Stopford, commanding the Phaëton 38, in which frigate he completed his time as a Midshipman. His first commission, appointing him to the Alecto sloop of war, stationed at Lymington, bears date July 8, 1799; his subsequent appointments as a Lieutenant were to the Beaver brig, and Romney of 50 guns; the latter successively commanded by Captain (now Vice-Admiral) Lawford, and the late Sir Home Popham, K. C. B.

In the summer of 1800, the Romney accompanied Vice-Admiral Dickson to Copenhagen *; in Nov. following, she was obliged to cut away her main and mizen-masts during a very heavy gale of wind, near Margate; and on the 5th of the ensuing month she sailed from Sheerness in company with a small squadron, armed *en flute*, destined to convey a detachment of troops up the Red Sea, in order to form a junction with the army from India, under General Baird, and afterwards to co-operate with the Anglo-Turkish forces then proceeding to act against the French in Egypt †.

During his absence from England, a period of two years and four months, Lieutenant Mason visited the Cape of Good Hope; the Comorra islands, lying between Madagascar and the continent of Africa; Mocha, a large city of Arabia, having an harbour near the straits of Babelmandel; Jeddah, the port of Mecca; Cossire, from whence the British troops marched to the Nile; Calcutta, Pulo-Penang, Madras, Suez, Aden (in Arabia Felix), Bombay, and St. Helena:—he

* See Vol. I. note at p. 349.

† See Vol. II. Part II pp. 874 and 1009.

also surveyed various parts of the Red Sea, particularly from Suez to Tor; and formed part of Sir Home Popham's retinue during that officer's political mission to the Arab States, in the course of which the embassy experienced many indignities, and was exposed to considerable danger, through the perfidy of the natives *.

Mr. Mason was promoted to the rank of Commander in April 1802, but did not hear of his advancement until the Romney's arrival at Bombay, in Nov. of the same year. Finding, on his return to England, that active preparations were making for the renewal of hostilities, he lost no time in soliciting employ; notwithstanding which he did not obtain an appointment till Jan. 1804, when he commissioned the Rattler, a ship sloop mounting 24 guns, and used every exertion to get her ready for sea. While on half-pay, he had the honor of being presented at court by Sir Home Popham, from whom he had always experienced great kindness and attention †. He had likewise the melancholy gratification of witnessing the last moments, and attending the funeral, of his amiable friend and patron, at whose demise there would have been an end to all his professional prospects, had not his present Majesty, out of respect to the memory of Rear-Admiral Payne, graciously condescended to interest himself most warmly in his behalf, and obtained for him the appointment already noticed. We should here observe that the subject of this memoir, whenever unemployed, either as a Midshipman, Lieutenant, or Commander, had always lived at the Rear-Admiral's table, except when the latter was a guest at Carlton-house; and that he was in the carriage with him when that lamented officer was attacked with the paralytick stroke that caused his death ‡.

* See *Nav. Chron.* v. 16, note at p. 284."

† Captain Mason, like many other officers, is indebted to Sir Home Popham for the knowledge he possesses of time-pieces, lunars, &c.

‡ Rear-Admiral Payne died at the Royal Hospital, Greenwich, Nov. 17, 1803, deeply regretted by all who had the honor of his friendship or acquaintance. For a full account of his naval services, we must refer our readers to the third volume of the Naval Chronicle, and shall here only

In Feb. 1804, Captain Mason joined the squadron under Sir W. Sidney Smith, off Flushing; and on the 16th May following we find him displaying great gallantry in an action with a formidable flotilla, the particulars of which have been given in our memoir of Captain John Hancock, C. B. The Rattler's loss on that occasion consisted of only 2 men killed and 10 wounded; but her damages appear to have been very considerable, three shots having entered between wind and

briefly observe, that he was a man of cool, steady gallantry, great judgment, and most disinterested principles: the prevailing feature in his character, was mildness and good-will to all around him; he possessed an elegant taste for literature; his wit, though brilliant, was never severe; and his benevolence, though unbounded, was never exposed to the glare of the day. He was in his 50th year; and it is only a just tribute to his memory to say, that in his death the British navy sustained the loss of one of its most brave and accomplished officers.

The Rear-Admiral was greatly esteemed by our late monarch, and had long enjoyed the friendship and confidence of his august son, the present King, of whose household, as Prince of Wales, he was Comptroller. The following passages are extracted from the Rev. James Stanier Clarke's preface to his valuable work, entitled "*The Progress of Maritime Discovery*," published in 1803:

"A general idea of the plan may have been formed from the prospectus already circulated. It informed the public that the outline was projected under the auspices, and with the approbation, of Earl Spencer, who presided at the Board of Admiralty; but I did not then mention another patron, by whom the arrangement of the whole was formed, that zealous mariner, Admiral John Willet Payne. * * * * * *

"Under this eminent officer my attention was first directed to Naval Literature. His ardent mind pointed out whatever of novelty or of utility had hitherto been neglected; and whilst his genius cast new light on the desiderata thus presented, his conversation cheered my fatigue, and his enthusiasm prolonged my industry. * * * * * *

"The labour which friendship thus urged me to attempt, has been greatly lessened by the suggestions and remarks, among many others, of the following gentlemen; to my good friend, Mr. Nicholas Pocock; to my brother, Captain George Clarke; Captain *Francis Mason*; and Lieutenant Gourly, of the Royal Navy; to Captain Burgess, of the East India Service; to Mr. Bailey, Master of the Royal Academy at Portsmouth; and Mr. Whidbey, for whose acquaintance, and for many valuable hints, I am indebted to Captain W. Tremenheere, of the Royal Marines;—*my first thanks are deservedly due.*"

water, whilst several others passed through different parts of the hull. Her quarter-deck was stove in by a shell; the whole of her lower-masts were disabled by shot, and all her yards, sails, and rigging much injured.

After shifting her masts, and refitting at Sheerness, the Rattler resumed her former station, where she had another brush with the Ostend division of flotilla, as will be seen by the following extract from a journal belonging to one of her officers:

"*June* 23, 1804.—Observed twenty-six schuyts coming from Ostend towards Flushing, made ready for slipping, and cleared the ship for action. At 5-30, made all sail towards the enemy. The Galgo and Inspector commenced action. Crossed the Binnen sand in 3 fathoms, and stood in shore to the same depth of water. At 5-50, bore up and commenced action within $\frac{1}{8}$th of a mile from the schuyts, the enemy's batteries, artillery, &c. firing shot and shells smartly; backed and filled occasionally to close with the enemy. At 7-40 running along shore and keeping up a brisk fire. At 8-40, being close in with Ostend, and the pilots fearful of the Stroom sand, ceased firing and hauled off, having driven only one vessel ashore. Examined the state of the Rattler, found several shot and shells in the hull, one gun-carriage on the main-deck disabled by a shot, two quarter-deck planks stove in by a shell, which burst on the main-deck without doing much further injury, and the head of the main-mast damaged by another which struck it a third in*.

In Oct. following, Captain Mason was thrice engaged with the enemy's flotilla, at Dieppe, on which occasions the

* A third shell fell on the Rattler's main-deck, when one of the seamen, who was himself busily engaged at his gun, desired a boy to throw it overboard—the latter was one of Captain Mason's servants, and we believe that that was his first cruise; he, however, very coolly took off his hat, placed the shell therein, with the fuze burning, and threw both through a port, thereby preventing the mischief that might otherwise have ensued. Captain Mason having stated this circumstance to the Patriotic Society, the boy was deservedly rewarded with a handsome donation, and an emblematical engraving.

Rattler was also much exposed to the land batteries, but without sustaining any material loss or damage.

On the 5th Jan. 1805, a gallant but unsuccessful attempt was made by a detachment sent from that sloop and the Folkstone lugger to bring out a French privateer which had anchored near St. Valery en Caux; the particulars thereof will be found in our memoir of Commander W. C. C. Dalyell.

In May 1805, the Rattler sailed for Newfoundland, in company with the Isis 50, bearing the flag of Sir Erasmus Gower, from whom she parted in a fog, after making the outer bank, and the same night had a most providential escape from shipwreck on an island of ice, which was not discovered until she had run nearly alongside of it. During the ensuing five days and nights her situation was very perilous, she being constantly surrounded by large floating masses, the weather often tempestuous, and extremely foggy.

On his return to England, with a fleet of merchantmen under his protection, Captain Mason was again ordered to the same station, in company with two frigates and the outward bound trade. Proceeding thither the convoy encountered most dreadful weather, and the Rattler was at length obliged to bear up for Kinsale, in consequence of her having been run foul of by one of the merchant vessels. After repairing the damages thus sustained, Captain Mason lost no time in resuming his voyage; but had not been many days out of port when he fell in with a French squadron from Rochefort, and very narrowly escaped capture.

During the ensuing winter, the Rattler was frozen up in St. John's harbour, from whence she sailed on a cruise, Mar. 31, 1806. On the 3d July following, Captain Mason was superseded in the command of that sloop, he having been advanced to post rank, Jan. 22d. in the same year.

His next appointment was, through the gracious interference of H. R. H. the Prince of Wales, to the Daphne of 20 guns, in which ship he accompanied the military and naval reinforcements sent to Buenos Ayres, under the late Sir Samuel Auchmuty, and Captain (now Vice-Admiral) Donnelly, in Oct. 1806. He was consequently present at the capture

of Monte Video, and continued in the Rio de la Plata until the final evacuation of Spanish America, from whence he returned to Portsmouth in Jan. 1808.

The Daphne was afterwards employed on the Baltic station, under the orders of that most excellent officer Sir James Saumarez, Bart. On the 25th April, 1808, Captain Mason, judging from the cargo of a Danish sloop recently destroyed, that a number of the enemy's vessels lying in the harbour of Flodstrand, near the Scaw, were also laden with provisions, and destined for the relief of Norway, conceived it to be an object of importance to cut them out, for which purpose he despatched the boats of the Daphne and Tartarus, under the command of his first Lieutenant, the present Captain William Elliot, C. B., who succeeded in capturing five brigs, three galliots, one schooner, and a sloop; the whole, except one galliot, deeply laden with grain and provisions. In the execution of this service, although exposed to a heavy fire of round, grape, and musketry, from a castle mounting ten guns, and a battery of three guns, together with some opposition from several armed boats, the British had not a man slain, and only 5 persons wounded, one of whom was the gallant leader of the party, who soon after obtained the reward his distinguished conduct had so highly merited. To that officer's memoir, we must refer the reader for a copy of Captain Mason's official letter relative to this capture.

In Aug. following, Captain Mason captured the Acutif, Danish national schooner, pierced for 12 guns, but mounting only 8 long 3-pounders; and at the same time drove on shore a cutter of 4 guns.

Ill health, about this period, obliging him to quit the Daphne, Captain Mason returned to England and continued on half-pay till Oct. 1809, when he was appointed, *pro tempore*, to the Fisgard frigate, off Flushing, from whence he brought off the rear-guard of the British army at the evacuation of Walcheren. The following are extracts from Sir Richard Strachan's public letters to the Admiralty, dated Dec. 27 and 28, 1809:—

"At 8 A. M. (Dec. 26), I sailed to the mouth of the Duerloo to see

whether the division under Captain Mason got out, and perceiving it under sail, I parted, in hopes to make the coast of England by the evening. When I got half-channel over, I had the mortification to find the wind N. N. W. and had doubts whether the two squadrons could get out; but I have no uneasiness for the conduct of either Commodore Owen or Captain Mason, they having proved themselves deserving of my fullest confidence.

"It is my duty to draw their Lordships' attention to the excellent conduct of Commodore Owen, in the discharge of the various and arduous duties he had to perform; and I beg, in the most earnest manner, to recommend to their Lordships' notice, the zeal, bravery, and perseverance of the captains, officers, and seamen of the flotilla under Captain Mason, of the Fisgard; and when I got that officer's report, I shall have great pleasure in introducing his merit to their Lordships' particular notice."

From this period till the spring of 1810, Captain Mason was employed as senior officer off the Scheldt; and subsequently under the orders of his former Admiral in the Baltic, where he cruised with considerable activity and success, as will be seen by the following abstract of captures made by the Fisgard and her boats previous to his return home at the commencement of the winter season: Juliana, Danish privateer, of 6 guns; a schooner of 1 gun; a French privateer of 2 guns, and fifty-six sail of merchant-vessels, captured; and the Ziska, Danish privateer, of 6 guns and 40 men, destroyed.

On his arrival in England, Captain Mason found himself confirmed in the command of the Fisgard; and in Feb. 1811, he accompanied a squadron under Sir Joseph S. Yorke to the Tagus*. We next find him conveying a Portuguese Ambassador to Revel, and afterwards capturing several of the enemy's vessels in the gulf of Bothnia.

On the 25th Dec. 1811, about 8 P. M., whilst cruising off Flekeroe, on the coast of Norway, the Fisgard was hailed by a small boat, which on coming alongside was found to contain the crew of a Danish galliot, that had foundered about 5 o'clock in the morning, on a voyage from Jutland to Norway. The crew consisted of the master and five seamen; their boat, from the heavy and tremendous sea then running, was quite full of water, and one of the men had drank raw spirits

* See Vol. I. p. 439.

until he sank down between the thwarts, lifeless. The agony of these poor sufferers must have been very great; they had seen the Fisgard in the afternoon, standing towards them, although they were not discerned by any one on board; the frigate then wore in chase, and after steering away from them for about an hour, during which she spoke the strange vessel, again wore, and providentially happened to stand in the direction of their boat again. At the very instant that the almost exhausted Danes hailed her, the helm was up to go in pursuit of another vessel to leeward, and in five minutes she would have been out of hearing. It was such a bitter cold night, that, with the boat full of water, the Danes must all have perished in a few hours, the wind being directly off the land, and blowing very strong, so as to preclude the possibility of getting into smooth water. We need scarcely add that Captain Mason took the first opportunity of sending them ashore. This was the third crew which he had been the providential means of saving in twelve months.

The Fisgard returned to England in Jan. 1812, and about the same time intelligence was received of the melancholy fate of H. M. ships St. George, Hero, and Defence, a circumstance which we are induced to mention, the subject of this memoir having been on a court-martial with the unfortunate Rear-Admiral Reynolds and Captains Guion, Newman, and Atkins, a few days before they all perished; the three former on the coast of Jutland, and the latter on the Haak sands, in the same gale which proved so fatal to the above mentioned Danish vessel.

After refitting at Spithead, the Fisgard was sent to cruise off Cherbourgh, where she continued until found to be perfectly worn out. She was consequently paid off in July, 1812, and Captain Mason remained unemployed till May 1813, when he was appointed to the President of 46 guns, in which ship he was present at the storming of St. Sebastian*; and afterwards cruised on the Cork station till April 1814; when peace appearing certain, and his lady being in a

* See Vol. II. Part II. p. 351.

precarious state of health, as also much afflicted by the recent loss of her gallant brother*, he determined upon resigning his command; since which he does not appear to have been again afloat. He was nominated a C. B. in June, 1815.

Captain Mason married, April 16, 1805, Selina, second daughter of the present Viscount Hood, by whom he has four sons, and the same number of daughters, still living. His eldest son, Charles, a virtuous and amiable youth, who had gone through the Royal Naval College with great credit, and was beloved by every captain he had served under, was unfortunately involved in the awful catastrophe that befel the Arab sloop of war, on the Irish station, in Dec. 1823†.

Agents.—Messrs. Cooke, Halford and Son.

MAJOR JACOB HENNIKER, Esq.

Second son of the late Hon. Major Henniker, by Mary, daughter of John Phœnix, of Rochester, co. Kent, Esq.; and brother to the present Baron Henniker, who took the surname of Major in addition to and after his own patronymic, May 27, 1822.

This officer was made a Lieutenant, July 23, 1799; advanced to the rank of Commander, in 1802; and appointed to the Albacore sloop, on the Guernsey station, about Sept. 1804.

On joining Sir James Saumarez, commander-in-chief at Guernsey, Captain Henniker was placed by him under the orders of Commodore D'Auvergne (then commonly called the Duke de Bouillon), with directions to use his utmost endeavours to intercept any of the enemy's flotilla passing along the French coast. On the 8th Oct. 1804, he compelled five armed luggers to anchor under the cover of a battery near Grosnez de Flamanville, where he attacked them on the ensuing day, and succeeded in driving the whole on shore in the

* Mrs. Mason's brother, Lieutenant-Colonel Francis Wheeler Hood, was killed at the battle of Orthes.

† See Commander William Holmes.

midst of a very heavy surf, that broke with great violence over them. The following is an extract from the letter which Sir James Saumarez wrote to the Admiralty on this occasion:

"Captain Henniker anchored as near them as was consistent with the safety of the ship, and kept up a heavy fire upon them, with round and grape shot, until they were covered by the surf, and abandoned by their people, who appear to have been very numerous, and among them several were distinguished as soldiers by their clothing*. Great praise is due to Captain Henniker for this spirited and gallant attack, within a few hundred yards of the French coast, and under a heavy fire from the enemy's battery and vessels. Great commendation is also due to the officers and crew of the Albacore, who appear to have acted in the most determined manner, and to have preserved the most exact discipline, in so intricate a situation, with the wind directly on the shore, and close to a heavy surf; the Albacore was hulled in several places, and her main and main-top-masts were wounded, but I am happy to find she has suffered no loss in men†."

Captain Henniker obtained post rank on the 22d Jan. 1806; and subsequently commanded the Mermaid frigate for a short period.

Agents.—Messrs. Stilwell.

MATTHEW FORSTER, Esq.

Son of the late Matthew Forster, Esq. who was Commissary-General-in-Chief of the West India islands, in 1780.

This officer was born at Warrenford, co. Northumberland, in Feb. 1765; and he entered the naval service as a Midshipman on board the Courageux 74, commanded by the late Lord Mulgrave, in May, 1779‡. His first commission bears date, Nov. 22, 1790.

Mr. Forster served as senior Lieutenant of the St. Albans 64, when that ship was commanded by the late Admiral Russell,

* From the number of Frenchmen that were seen borne by others up the strand and sand-hills, Captain Henniker thought that there were many killed and wounded.

† The Albacore was hulled in several places, and her rigging much cut.

‡ A memoir of Lord Mulgrave will be found in the Nav. Chron., v. 8., pp. 89—110.

whose services we have recorded in our first volume; and he subsequently commanded several small vessels, under the orders of Lord Duncan. He obtained the rank of Commander, on the West India station, in 1802; and returned home from thence in the Plover sloop of war.

About Feb. 1805, Captain Forster was appointed to the Calypso, a fine 18-gun brig; and on the 18th July following, he received a very dangerous wound in the shoulder, whilst gallantly attacking a division of the enemy's flotilla, under the powerful batteries on Cape Grisnez*.

In consequence of this wound, Captain Forster reluctantly gave up the Calypso, and came on shore with little hopes of recovery, much less of ever being able to take another command. Early in 1808, however, he found himself sufficiently convalescent to accept an appointment to the Majestic 74, bearing the flag of his old friend, Rear-Admiral Russell; and we subsequently find him in the Unicorn frigate, on the North sea station. Captain Forster obtained post rank Jan. 22, 1806; a pension of 250*l.* per annum was granted to him, for his wound, in Nov. 1814; and he survived, contrary to all expectation, until Jan. 12, 1824, on which day he died, at Berwick-upon-Tweed, deservedly esteemed and universally regretted.

SIR PHILIP CARTERET SILVESTER, BART.

(*Late* CARTERET.)

A Companion of the Most Honorable Military Order of the Bath.

SON of the late Rear-Admiral Philip Carteret, the circumnavigator, by Mary Rachael, sister of the late Sir John Silvester, Bart. Recorder of the city of London.

The first ship in which this officer went to sea was the Lion 64, commanded by Sir Erasmus Gower, who had served as his father's first Lieutenant in the Swallow sloop, during a voyage of discovery round the globe, which commenced in 1766, and was not concluded till Mar. 1769†.

* See Vol. II, pp. 131 and 888.

† In the month of Aug. 1766, the Dolphin, a 20-gun ship, was fitted out

After accompanying Sir Erasmus Gower to and from China*, Mr. Philip Carteret removed with that officer into the Triumph 74, which ship formed part of the squadron under Vice-Admiral Cornwallis, off Belleisle, on the memorable 16th June, 1795. In the running fight which then took place, the subject of this memoir received a slight wound; but his name did not appear in the list of casualties, as Sir Erasmus Gower made no report of the Triumph's loss or damages †.

Shortly after this event, Mr. Carteret was promoted to the rank of Lieutenant, in the Imperieuse frigate, commanded by Lord Augustus Fitz Roy; and we subsequently find him serving as such on board the Greyhound 32, Britannia a first rate, and Cambrian of 40 guns, under the respective commands of Captains James Young, Israel Pellew, Richard Lee, the Hon. Arthur K. Legge, and George H. Towry. His com-

to proceed on a voyage of discoveries, under the command of Captain Samuel Wallis. The Swallow 16, was ordered to accompany her until they should have cleared the straits of Magellan. On the 12th April, 1767, they entered the Pacific Ocean, and separated. The Dolphin steered to the westward, and the Swallow to the northward. Captain Wallis returned to England in May, 1768; the sufferings and distresses experienced by Captain Carteret and his crew have been related, though but imperfectly and faintly, in the account written by the late Dr. Hawkesworth. We have only room in this place to remark, that the Swallow had been nearly 20 years out of commission, and some considerable time previous to her being fitted for this voyage, she had been slightly sheathed with wood to preserve her bottom from the worms; but being nearly 30 years old, she was totally unfit for foreign service. The Dolphin, on the contrary, had been sheathed with copper, and had received every necessary repair and alteration that her former commander, the Hon. John Byron, had pointed out as wanting. Captain Carteret strongly represented the age and defects of his vessel; but the only reply he obtained from the Admiralty, was *"that the equipment of the sloop was fully equal to the service she had to perform."* These are curious facts, and we record them as such, for the future naval historian. Captain Carteret obtained post rank in 1771, was made a Rear-Admiral in 1794, and died at Southampton, July 21, 1796.

* See Vol. II. Part II. note †, at p. 636.

† See *id.* 913.

mission as a Commander bears date April 29, 1802; at which period he was appointed to the Bonne Citoyenne sloop of war, on the Mediterranean station.

The Bonne Citoyenne being paid off in 1803, Captain Carteret remained on half pay till the spring of 1804, when he received an appointment to the Scorpion brig of 18 guns, employed in the North Sea, where he captured, April 11, 1805, l'Honneur, Dutch national schooner, of 12 guns, having on board 1000 stand of arms, a complete set of cloathing for that number of men, and a considerable quantity of warlike stores, including two 12-pounder field-pieces, 2 mortars, tents for troops, &c. Among the prisoners taken on this occasion, was M. Jean Saint-Faust, member of the Legion of Honor, a person long noted for his successful depredations on British commerce, and considered by Napoleon Buonaparte as one of the most brave, able, and enterprising officers in the French or Batavian service. He was going to Curaçoa, there to assume the command of a Dutch naval force, and from thence to attack, by a *coup-de-main*, some of our West India possessions. L'Honneur was also charged with important despatches, which the enemy endeavoured in vain to destroy*.

Captain Carteret was advanced to post rank, Jan. 22, 1806; but being then absent on foreign service, a variety of circumstances, of which the following is an outline, prevented him from leaving the Scorpion until the spring of 1807.

Having received orders, when on the eve of promotion, to join Sir Alexander Cochrane at the Leeward Islands, Captain Carteret proceeded thither, and was employed by that officer on various services, in the course of which he had the good fortune to be mainly instrumental in saving a valuable fleet of merchantmen from being captured by a French squadron, under the orders of Rear-Admiral Villaumez, who had arrived at Martinique on the 20th June, 1806; and the better to conceal

* Mons. Saint-Faust commanded the four Dutch vessels mentioned in our memoir of the late Captain Alexander Campbell. See Vol. II. Part II. p. 902.

his real intentions, had caused a report to be industriously spread, by means of neutral traders, that he was bound to St. Domingo, for the purpose of taking on board the seamen who had escaped on shore after Sir John T. Duckworth's action, in the month of Feb. preceding.

This report not being credited by Captain Carteret, who was carefully watching the enemy, he purchased a small vessel at St. Lucia, and sent her with a letter to the President of Nevis, at which island she arrived time enough for sixty-five deeply laden West Indiamen to put to sea from St. Kitts, under the protection of Captain Kenneth M'Kenzie, of the Carysfort frigate, who ran to leeward with his charge and escaped unseen by Rear-Admiral Villaumez, who had quitted Fort Royal bay very suddenly on the 1st July, probably with a view of cutting off Captain Carteret, whose men were on the yards, bending a new suit of sails, at the moment when the French squadron was observed under weigh. The Scorpion, it should be observed, had hastened back from St. Lucia, and was at this time watching the enemy so closely, that one of them was enabled to throw a shot over her before the sails could be set and trimmed. Captain Carteret's confidence in the zeal and activity of those under his command, and his dependance on the Scorpion's superior sailing, however, proved well-founded, for the enemy's second shot fell alongside, and the third astern. Having thus escaped out of range, he continued to dog the enemy, who proceeded to Montserrat, Nevis, and St. Kitts, but only succeeded in capturing seven merchant vessels which had missed the above-mentioned convoy; nine others were effectually protected by the fort on Brimstone Hill, and a battery near the beach of the latter island.

Rear-Admiral Villaumez next stood for Tortola, in hopes of capturing the greater part, if not the whole of the fleet there assembled, ready to proceed on its homeward bound voyage. Fortunately, however, Captain Carteret had also sent a despatch to Sir Alexander Cochrane, which induced that zealous officer to hasten towards the same place, and thereby compelled the enemy to abandon his design. By this means two-hundred and eighty sail of valuable merchantmen were rescued from

the grasp of Rear-Admiral Villaumez, who afterwards steered to the northward, in the equally vain hope of intercepting the Jamaica convoy. His subsequent disasters have already been partially noticed, in our memoir of Sir William Hargood, K. C. B *.

Captain Carteret formed a junction with his own Admiral off the island of St. Thomas, July 6; and after witnessing the flight of M. Villaumez before an inferior British force, he was sent to Barbadoes, from whence the Scorpion accompanied Sir John Borlase Warren to the coast of America, in pursuit of the same French squadron.

It appears to have been the intention of the latter officer to send Captain Carteret back to his proper station as early as possible, he having withdrawn him from thence without consulting Sir Alexander Cochrane, in consequence of there being only one frigate, and not a single sloop or smaller vessel attached to his own squadron. Circumstances, however, rendered it necessary for him to detain the Scorpion, and Captain Carteret was thus kept in ignorance of his promotion, whilst at the same time his appointed successor, having arrived in the West Indies, had the mortification to find himself without a command, or the least chance of obtaining one, at that period of active warfare.

After several months had elapsed, the Scorpion was directed to escort a French prize-brig to England; and on her arrival Captain Carteret was placed under the orders of Admiral Young (who then commanded at Plymouth), it being determined that he should remain in that sloop until superseded by the officer originally nominated to succeed him. By this arrangement, he was afforded an opportunity of capturing a formidable French privateer named le Bougainville, of 18 guns and 93 men, after a long chase, and a running fight of 45 minutes, off Scilly, Feb. 16, 1807. The enemy on this occasion had several men killed; the Scorpion not a man hurt. Captain Carteret had previously assisted at the

* See Vol. I. p. 400.

capture of la Favorite, French cutter privateer, of 14 guns and 70 men*.

In July 1809, the subject of this memoir embarked as a volunteer on board the Superb 74, bearing the flag of Sir R. G. Keats, and forming part of the grand armament destined to act against the enemy's forces in the Scheldt. During the whole of that campaign he commanded a flotilla of gun-boats, and his conduct on every occasion was highly spoken of by the naval commander-in-chief, from whose public despatches, reporting the surrender of Camvere and Flushing † we make the following extracts:

"*Aug.* 4, 1809.—The fire of the gun-boats was exceedingly well-directed, and did much damage to the (former) town. The officers and men engaged in that service had a great claim to my admiration. Three of our gun-boats were sunk."

"*Aug.* 17.—I cannot conclude this letter without assuring their Lordships that every captain, officer, seaman, and marine, have most zealously done their duty; nor will it, I hope, be thought taking away from the merits of others, in drawing their Lordships' particular notice to the energetic exertions of the captains, officers, and men employed in the gun-boats: they have been constantly under fire, and gone through all the hardships of their situation with the utmost cheerfulness."

The hardships alluded to by Sir Richard J. Strachan, are more fully noticed by a surgeon belonging to one of the bomb-vessels, in whose diary we find the following passages:

"Aug. 2,—At half-past 11, in consequence of being sent for, I went on board the Harpy brig. A poor man belonging to one of the gun-boats, had been shot through both arms, and was brought for assistance to the Harpy. Before my arrival, Mr. Parsons, Surgeon of the Harpy, and Mr. Mortimer, Assistant-Surgeon of the Charger gun-brig, had amputated the right arm, and the tourniquet was already fixed on the other. Both arms had been shockingly fractured and lacerated. The man expired in five or six minutes after my arrival. *He had been wounded an hour and a half*

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* Le Bougainville was named after a French circumnavigator whom Captain Carteret's father fell in with on his return from the South Seas, in 1769, and whose artful attempt to draw the English commander into a breach of his obligation to secrecy, is very properly described by Campbell, "as unworthy of that spirit of enterprise, which led him to undertake so dangerous a navigation, which he has related with so much elegance." See "Lives of the British Admirals," edit. 1813, Vol. V. p. 251, *et seq.*

† See Vol. II. p. 906, *et seq.*

before getting on board of the Harpy; his death, as it appeared to myself, Mr. Mortimer, Mr. Parsons, and the Assistant-Surgeon of the Safeguard, *was imputable to the loss of blood he had sustained, and the shock the nervous system had received.*"

"*Aug.* 4.—A gun-boat, No. 47, has been upset by a squall just under the fort (Rammekens), and three poor fellows unfortunately drowned: two of them were below at the time coiling away the cable. *The life of the other*, who was swept away by the current, *might easily have been saved, had they had a row-boat of any description, which, however, none of these gun-boats are allowed; the bad consequences of which has already been repeatedly experienced by them* * * * * *. They appear to be little attended to; the service in them is peculiarly severe; officers and men are almost equally destitute of comfort and accommodation: their victualling is neglected, and the risk they run extreme. It was but the other night that *a sailor was wounded in one of them, and died without being seen by a medical man. Another*, who was suddenly taken ill, probably with a spasm in his stomach occasioned by exposure to all manner of hardships, *died before there was an opportunity of applying to any ship for assistance.* The immediate employment of one or two doses of a powerfully diffusable stimulus, in all likelihood would have saved the man's life * * * * *. It is an apparent mismanagement, which, however, I fancy, is inseparable from the nature of this service."

Speaking of the arrangements made for completing the evacuation of Walcheren, and covering the retreat of our land forces from that pestilential island, Sir Richard J. Strachan, in a letter to the Admiralty, dated Dec. 20, 1809, says:—

"Their Lordships have already been apprised of the excellent arrangements of Commodore Owen, for the naval defence of the Slough and Terveere; nevertheless, the enemy has made several attempts to molest our flotilla in that navigation, but in all of which he has been foiled; the gallantry of the commanders, officers, and seamen, under Captain Carteret, under all the difficulties to which they have been exposed, have been conspicuous, and as I expressed in my memorandum on that occasion, '*all have supported the character of British seamen!*' * * * *. I enclose for their Lordships' information the commanders' communications connected with this important service, together with Captain Carteret's reports, and my memorandum, thanking the officers and men for their distinguished behaviour."

Commodore (now Sir Edward W. C. R.) Owen, in a letter to the commander-in-chief, detailing the operations which had taken place under his immediate directions, expresses himself as follows:

"The merits of Captain Carteret in the general command of this part of

our force, I have, in some particular instances, had occasion to report to you; in every instance I have known, his conduct has been good alike."

Captain Carteret was appointed to the Naiad of 46 guns, about July 1811. On the 20th Sept. following, while lying at anchor off Boulogne, he observed much bustle among the enemy's flotilla, then moored along shore, under the protection of their powerful land batteries. At about noon, Napoleon Buonaparte, who had recently left Paris on a tour of inspection, was distinctly seen to proceed along the line to the centre praam, which immediately hoisted the imperial standard at the main, and lowered it at his departure, substituting for it the flag of Rear-Admiral Baste; he afterwards visited others, and then went by sea to inspect the harbours of Vimereux and Ambleteuse, the Prince of Neufchatel, and the Minister of Marine, accompanying him in his barge.

It being the well-known custom of that personage to adopt measures likely to confer eclat on his presence, Captain Carteret concluded that something of that kind was about to take place; and at 1 P. M. he saw the centre praam and six others weigh and stand towards the Naiad. As the wind was S. W. with a very strong flood-tide setting to the N. E. while the enemy bore nearly south from the British frigate, it was clear that by weighing she would only increase her distance from them; so that the only chance of closing with them at all was by remaining at an anchor. The Naiad, therefore, quietly awaited Mons. Baste's attack in that position, with springs on her cable.

The leading praam soon arrived within gun-shot, "successively discharged her broadsides," and then stood away; her followers did the same, and in this manner they manœuvred until joined by ten brigs and a sloop (each of the former mounting 4 long 24-pounders); from which period the Naiad was occasionally cannonaded by the enemy's whole detachment for upwards of two hours.

At slack water, Captain Carteret weighed and stood off, partly to repair some trivial damages, but chiefly, by getting to windward, to be better able to close with the French Rear-Admiral, and get between some of his vessels and the land.

After standing off a short time, the Naiad tacked and made all sail towards them; but at about sun-set it became calm, when the enemy anchored under the batteries eastward of Boulogne, and Captain Carteret brought up nearly in his former position. In this affair not a British subject was hurt, and the damages sustained by the frigate were of little or no consequence. The result of the next day's proceedings will be seen by Captain Carteret's official letter to his commander-in-chief, Rear-Admiral (now Sir Thomas) Foley:

"*H. M. S. Naiad, off Boulogne, Sept.* 21, 1811.

"Sir,—This morning, at 7 o'clock, that part of the enemy's flotilla which was anchored to the eastward of Boulogne, consisting of seven praams and fifteen smaller vessels *, weighed and stood out on the larboard tack, the wind being S. W. apparently to renew the same kind of distant cannonade which took place yesterday. Different, however, from yesterday, there was now a weather-tide. The Naiad, therefore, weighed, and getting well to windward, joined H. M. brigs Rinaldo, Redpole, and Castilian (commanded by Captains James Anderson, Colin Mac Donald, and David Brainer), with the Viper cutter (Lieutenant Edward Augustus D'Arcy) who had all zealously turned to windward in the course of the night, to support the Naiad in the expected conflict. We all lay to on the larboard tack, gradually drawing off shore in the hope of imperceptibly inducing the enemy also to withdraw further from the protection of his formidable batteries.

"To make known the senior officer's intentions, no other signals were deemed necessary, but '*to prepare to attack the enemy's van*,' then standing out, led by Rear-Admiral Baste, and *not to fire until quite close to the enemy*.' Accordingly, the moment the French Admiral tacked in shore, having reached his utmost distance, and was giving us his broadsides, the King's small squadron bore up together with the utmost rapidity, and stood towards the enemy under all the sail each could conveniently carry, receiving a shower of shot and shells from the flotilla and land batteries, without returning any until within pistol-shot, when the firing on both sides of H. M. cruisers threw the enemy into inextricable confusion. The French Admiral's praam was the principal object of attack by this ship; but, as that officer in leading had of course tacked first, and thereby acquired fresh way, and was now under much sail, pushing with great celerity for the batteries, it became impossible to reach him without too greatly hazarding H. M. ship. Having, however, succeeded in separating a praam from him, which had handsomely attempted to succour her chief, and which I had intended

* Ten brigs, one sloop, and four armed luggers.

to consign to the particular care of Captains Anderson and Mac Donald, while the Castilian attacked others, it now appeared best to employ this ship in effectually securing her.

"The Naiad accordingly ran her on board; Mr. Grant, the master, lashed her alongside; the small-arms men soon cleared her deck, and the boarders, sword in hand, soon completed her subjugation. Nevertheless, in justice to our brave enemy, it must be observed, that his resistance was most obstinate and gallant, nor did it cease until fairly overpowered by the overwhelming force we so promptly applied. She is named la Ville de Lyons, was commanded by a Mons. Barbaud, who is severely wounded; and she had on board a Mons. la Coupe, who, as commodore of a division, was entitled to a broad pendant *. Like the other praams, she has 12 long (French) 24-pounders, but she had only 112 men, 60 of whom were soldiers of the 72d regiment of the line; between 30 and 40 have been killed and wounded.

Meanwhile, the three brigs completed the defeat of the enemy's flotilla, but I lament to say, that the immediate proximity of the formidable batteries, whereunto we had now so nearly approached, prevented the capture or destruction of more of their ships or vessels. But no blame can attach to any one on this account; for all the commanders, officers, and crews, did bravely and skilfully perform their duty. If I may be permitted to mention those who served more immediately under my own eye, I must eagerly and fully testify to the merits of, and zealous support I received from Mr. (John Potenger) Greenlaw, first Lieutenant of this ship, as well as from all the excellent officers of every description, brave seamen and marines, whom I have the pride and pleasure of commanding. I have the honor herewith to inclose reports of our loss, which I rejoice to find so comparatively trivial, and that Lieutenant Charles Cobb, of the Castilian, is the only officer who has fallen †, &c. (Signed) "P. CARTERET."

Thus terminated the French naval review at Boulogne; and on the following day Napoleon Buonaparte proceeded along the coast to Ostend, on his way to Cadsand, Flushing, and Antwerp ‡.

On the 6th of the following month, Captain Carteret captured le Milan, French lugger privateer, pierced for 16 guns, with a complement of 50 men; and shortly afterwards le

* Mons. la Coupe's broad pendant was displayed both days, but it appears to have been hauled down, in order to keep it clear of the mast-head, when la Ville de Lyons put her head, for the last time, towards the French shore, and the rapid approach of the British squadron caused the enemy to neglect re-hoisting it.

† Total 3 killed, 16 wounded; 2 of the former, and 14 of the latter on board the Naiad.

‡ See note at p. 24.

Requin, a vessel of the same description, with 58 men. In April, 1812, he had a very narrow escape, his gig having upset off Cowes, to which place he was conveyed in an apparently lifeless state. By this accident 3 of his boat's crew were unfortunately drowned. Towards the close of 1812, he was appointed to the Pomone of 46 guns, then on the North Sea station, but subsequently employed as a cruiser in the Channel.

The following is a narrative of all the circumstances connected with a court-martial which sat on board the Salvador del Mundo, at Plymouth, Dec. 31, 1813, to investigate the conduct of Captain Carteret, for not having brought an enemy's frigate to action, on the 21st Oct. preceding; and which court-martial was ordered to assemble by the Board of Admiralty, at Captain Carteret's own urgent request:—

The Pomone had encountered a heavy gale of wind in the Bay of Biscay, whereby she lost her fore-yard, and her main-yard was badly sprung in two places. While repairing these damages, early on the morning of Oct. 21, 1813, she fell in with a ship under jury-masts, which soon proved to be a French frigate. Immediate preparations were made to attack her; and Captain Carteret was about to do so, when another ship hove in sight (which every body on board considered to be a frigate), with a brig under French colours, both steering the same way with that first seen. Soon afterwards, three other ships were seen astern of these last, and nobody now doubted that it was a French squadron. The utmost caution, therefore was necessary, especially in the Pomone's nearly disabled state; but Captain Carteret, thinking that he might still keep company with them until he could obtain a reinforcement, resolved to get well to windward of them, so as to reconnoitre them accurately, and yet not hazard the safety of his ship: the disabled frigate was not quite a secondary object. The weather being remarkably hazy and deceptive, rendered all objects so very indistinct, that many hours were lost in reconnoitring. When the weather cleared away in the afternoon, it was discovered that all the ships were merchantmen, excepting the disabled French frigate, and the ship which every body had considered to be a frigate also, and which they still deemed to be such. The brig under French colours, on seeing the Pomone wear the first time to stand towards them, ran away down to the disabled frigate, as if with some message from one to the other. As the weather ultimately became quite clear, and as only the supposed frigate was to be seen, Captain Carteret bore up to attack her; but, alas! she proved, on near approach, to be nothing more than a large Portuguese East Indiaman, which had been taken by the enemy, and recaptured by some British cruisers. Grieved and mortified, at having thus let the disabled Frenchman slip

through his fingers, Captain Carteret made all sail after her, but in vain; for on the fourth day of his pursuit or search, he fell in with a British man of war, and received information that the said crippled ship was la Trave of 46 guns, and that she had been captured on the 23d, without making any resistance, by the Andromache; which occurrence we have already noticed in our memoir of Captain Tobin, C. B.*.

On his arrival at Lisbon, Captain Carteret gave a detailed report of all these circumstances to the Admiral commanding there, *who* was thoroughly satisfied therewith; but wishing the Board of Admiralty to be so too, Captain Carteret requested him to transmit it home. Some days afterwards, a letter, addressed to the Admiral at Lisbon, was picked up on the Pomone's deck, which her commander immediately took to him. He read it, and gave it back to the gallant officer. Finding it to be an anonymous letter, subscribed "*Pomone's Ship's Company*," asserting that he had "run from a French frigate," Captain Carteret at once asked for a court-martial. That, however, could not well be granted then, because all the Captains there were his juniors; besides which the Pomone was under orders to go home, so that much time would not elapse before the desired investigation could take place. Captain Carteret, hereupon, avowed his determination to have one, if possible, and implored the Admiral to forward the anonymous accusation, and his application for a court-martial, by the first packet, in order that not a moment might be lost. On arriving at Plymouth, he renewed his application to the Admiralty, and soon found that their Lordships had anticipated his anxious wishes. On the 29th Dec., Captain Carteret addressed his people; told them of the pending trial; that he had demanded it himself in consequence of the anonymous letter, which none of them would own; and that he required them all to come forward fairly and openly, to say the truth before the Court. He, at the same time, promised to guarantee them from all harm on account of their evidence, if true; and, not to be mistaken by them, he wrote an order to the above effect, and stuck it up in a conspicuous place, that all or any might come forward and subscribe their names as witnesses against him. Finding that not a man would show himself ready to become his accuser, Captain Carteret was compelled to order all those whom he suspected to be most averse to him to be summoned, as well as an entire quarter of the ship's company taken by lot. On the 31*st*, the court-martial assembled, and Captain Carteret was arraigned as the prisoner before it. Rear-Admiral T. Byam Martin was president; Rear-Admirals Pulteney Malcolm and Charles V. Penrose were also among his judges. The examinations of the Pomone's officers and men were as strict as possible; but not one word was said in any the remotest degree affecting the conduct of the ship when in presence of the enemy. Captain Carteret declined making any defence, and the Court

* See Vol. II. Part II. p. 634.

"FULLY ACQUITTED HIM OF ALL BLAME," in not bringing the enemy's frigate to action.

We shall only repeat the just observation of the Editor of the Naval Chronicle, that "this diabolical attempt to blast his reputation, could not have happened to a man whose tried and established character was better able to stand. His services, especially when commanding the gun-boat flotilla in the Scheldt, and when defeating Buonaparte's designs at Boulogne, sufficiently prove his merits."

On the 4th Mar. 1814, Captain Carteret, then in company with the Cydnus frigate, captured the Bunker's Hill, American privateer (formerly H. M. brig Linnet) of 14 guns and 86 men. He was nominated a C. B. June 4, 1815; and about the same period appointed to la Desirée, from which frigate he removed, with his officers and crew, into the Active of 46 guns, on the 26th Oct. following. The latter ship was employed for some time on the Jamaica station, from whence she returned to England in 1817; since which period he has not been employed.

In Jan. 1822, Captain Carteret obtained the royal permission to assume the name of Silvester, in addition to his own patronymic; and he succeeded to the title now enjoyed by him, Mar. 30, in the same year, agreeably to his deceased uncle's patent of baronetage*.

Agents.—Messrs. Cooke, Halford, and Son.

JAMES JOHNSTONE, Esq.

OBTAINED post rank, Jan. 22, 1806; commanded Rear-Admiral Stopford's flag-ship at the reduction of Java, in 1811; and was subsequently appointed Commissioner of the navy at Bombay.

* By the will of the late Sir John Silvester, who died Mar. 30, 1822, his freehold and copyholds in the county of Essex, are given to trustees for the use of Dame Harriet Silvester, relict of the said Baronet, during her life; and after her demise, to his nephew, Sir Philip Carteret Silvester, whose services we have been recording.

SIR THOMAS STAINES,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Sicilian Order of St. Ferdinand and of Merit, and Knight of the Imperial Ottoman Order of the Crescent.

THIS officer was born at Dent de Lion, near Margate, co. Kent, in 1776; and commenced his naval career at the beginning of Jan. 1790, from which period he served as a Midshipman on board the Solebay frigate, commanded by Captain Matthew Squire, on the West-India station, till the spring of 1792. We subsequently find him proceeding to the Mediterranean, under the command of Captain (now Commissioner) Cunningham, with whom he continued in various ships, from the commencement of the French revolutionary war, until the surrender of Calvi, in Aug. 1794. The services in which he was engaged during that period have been noticed at p. 76 *et seq.* of Vol. II. Part I.

Two days after the final subjugation of Corsica, Mr. Staines was removed from the Lowestoffe frigate into the Victory, a first rate, bearing the flag of Lord Hood, in which ship he assisted at the destruction of l'Alcide French 74, near Toulon, July 13, 1795 *. He afterwards served as mate of the signals, under the immediate eye of Sir John Jervis, by whom he was made a Lieutenant, and appointed to the Peterel sloop, July 3, 1796.

In Dec. following, Lieutenant Staines landed on the coast of Corsica, which island had been recently evacuated by the British †, where he took possession of a martello tower, and threw the gun, a long brass 12-pounder, over a precipice into the sea. This service was performed without any loss; but on returning to the Peterel, he found her aground within musket-shot of the beach, where she remained for three hours, exposed to a continual fire of small arms, by which 3 of her crew were wounded.

* The Victory then bore the flag of Rear-Admiral Mann. See Vol. I. p. 159.

† See *id.* note * at p. 255.

The Peterel was at that time commanded by the Hon. Philip Wodehouse, and subsequently by the late Lord Proby. Towards the latter end of June, 1797, Lieutenant Staines obtained permission from the latter officer to attack a French privateer, which had violated the neutrality of Tuscany, by taking forcible possession of several merchant-vessels that had arrived at Castiglione from Elba, under the protection of the Peterel. Two boats, containing 20 officers and men, being placed under his orders, he rowed up to the enemy, boarded, and succeeded in carrying her, after a sharp conflict, in which 5 of his party were wounded. Lieutenant Staines, on this occasion, was personally opposed to the French commander, who died soon afterwards in consequence of his wounds. The vessel thus taken mounted 2 long guns and several swivels, with a complement of 45 men.

In Sept. 1798, the Peterel, then at Gibraltar, under the command of Captain Digby, was charged with despatches from Earl St. Vincent, and ordered to land them at Faro, on the coast of Portugal, in order that they might be forwarded to England by the Lisbon packet. In the execution of this service, Lieutenant Staines had a very narrow escape, the Peterel's jolly boat, in which he was proceeding to the shore, being upset by a heavy sea near the bar of Faro, by which accident 4 men, including the pilot, were drowned, and himself and the only other survivor exposed to the most imminent peril for upwards of four hours.

From the account given us by a gentleman who formerly sailed with the subject of this memoir, it appears that one of the unfortunate sufferers perished immediately the boat capsized, and that Lieutenant Staines had considerable difficulty in getting clear of the others, they having caught hold of his coat-tail, and thereby increased his personal danger. Disentangled at length from these poor fellows, and being an excellent swimmer, he succeeded in reaching the boat; but, although he contrived to right her several times, and as often got into her, she was again and again turned over by the tremendous breaking sea. In this desperate situation, the Lieutenant managed to pull off his coat, and lash it to a thwart,

trusting that the despatches, by being washed on shore, would still reach their destination, even if he should perish. Providentially, however, it was ordered otherwise, as he succeeded in reaching Cape St. Mary, on which point of land his remaining companion was likewise thrown, the latter quite exhausted.

Having thus miraculously escaped from the waves, Lieutenant Staines immediately ran over to the other side of the island, and engaged an old fisherman, a woman, and a little boy, to assist him in removing his man to the boat, she being then on the river side, and in smooth water. After performing this humane action, he took an oar, and rowed all the way up to Faro, where he was hospitably received by the Governor, who entertained him until the ensuing day, when he returned on board the Peterel, to the great surprise and joy of Captain Digby, who had witnessed his disaster, but could not send him any assistance, from the conviction that any other boat would have met with a similar fate.

On the 12th Oct. following, the Peterel was captured near the Balearic islands, by four Spanish frigates, one of which is said to have given her a broadside after she surrendered. The enemy also behaved most shamefully to their prisoners after removing them from the sloop, plundering them of their clothes, bedding, and every other article, and murdering a seaman who attempted to defend his little property.

This squadron was chaced the next day by several British ships, under the orders of Commodore Duckworth; and the Peterel, in endeavouring to escape round Majorca, was fortunately retaken by the Argo 44*. The frigates, however, completely outsailed their pursuers, and returned to Carthagena, from which port they had recently been sent with supplies for the garrison of Minorca †.

After a detention of 14 days at Carthagena, Lieutenant Staines and his fellow-prisoners were embarked in a mer-

* See Vol. II. Part I. p. 97.

† Each frigate had on board 50,000 dollars. This money was all thrown overboard during the chase, to prevent the British from obtaining possession of it.

chant brig bound to Malaga; but they did not arrive there until the 24th Dec., a westerly wind having obliged the vessel to anchor off Almeira, where she was detained upwards of three weeks, and her passengers confined on shore during that period.

From Malaga, our countrymen were marched to Gibraltar, under a strong escort of soldiers, who treated both officers and men with great brutality, but particularly Lieutenant Staines, who received a sabre wound in the wrist, whilst parrying a blow which one of those ruffians had aimed at his head. On their arrival at the rock, a court-martial was assembled to investigate the circumstances attending their capture by the Spanish squadron; and as no blame could be attached to any individual, the whole of them were sent back to the Peterel immediately after their acquittal.

At the time of her falling into the hands of the enemy, the Peterel was commanded by Captain George Long, who afterwards fell in a sortie whilst employed defending the island of Elba *. On the 3d Feb. 1799, that gallant officer was superseded by Captain Francis William Austen, with whom Mr. Staines continued as first Lieutenant until Oct. 16, in the same year, during which period he was present at the capture of three French frigates and two brigs of war †; also of an armed galley, a transport brig laden with brass guns and ammunition, and twenty merchant vessels, most of which were cut out from the enemy's harbours by boats under his own directions. It is worthy of remark, that the gentleman who succeeded him as senior Lieutenant of the Peterel was killed in a boat attack, near Barcelona, on the third day after Mr. Staines was removed from that sloop ‡.

In May 1799, the Peterel was sent to inform Lord Nelson, then at Palermo with only one line-of-battle ship, that a powerful fleet from Brest, having eluded the vigilance of Lord Bridport, had passed the straits of Gibraltar (intending

* See Vol. II. Part I. note † at p. 232.
† See *id.* note † at p. 276.
‡ See *id.* note * at *ib.*

to form a junction with the Spanish naval force at Carthagena, to embark troops at Toulon, and to act successively against Minorca, Ischia, Procida, and Sicily).

On his arrival off the N. W. end of Sicily, the wind being easterly, Captain Austen despatched Lieutenant Staines with the important intelligence, overland to the capital, where he arrived at nine o'clock in the evening of May 13, having performed a journey of at least 24 miles in two hours and a quarter, notwithstanding the road was very bad, and his horse so little used to such great exertion that it died the following morning. For his very zealous conduct on this occasion, Lieutenant Staines had the honor of receiving Nelson's personal thanks on board the Peterel, and of being ever afterwards kindly noticed by that great hero.

Upon leaving the Peterel, Mr. Staines became third Lieutenant of the Foudroyant 80, bearing the flag of Lord Nelson, in which ship he assisted at the capture of two French Rear-Admirals, Messieurs Perrée and Decrès, Feb. 18 and Mar. 30, 1800 *.

After Nelson's departure from Leghorn for England, June 1800, the Foudroyant received the flag of Lord Keith, under whom Lieutenant Staines served as signal officer during the whole of the Egyptian campaign. The superior medal of the Turkish Order of the Crescent (or more properly speaking, of the Star and Crescent) was presented to him for his services at that memorable period.

On the 3d Dec. 1801, Lieutenant Staines was appointed to act as Commander of the Romulus troop-ship, during the illness of Captain John Culverhouse; and in her we find him employed conveying a detachment of the 54th regiment from Alexandria to Malta, where he rejoined the Foudroyant, Jan. 9, 1802.

On the 15th May following, Lieutenant Staines was promoted by Lord Keith into the Camelion brig; and this appointment appears to have been confirmed at home, July 24, in the same year.

* See *id.*, p. 26; and Vol. I. pp. 378, 643, and 778.

During the remainder of the short peace, Captain Staines was employed keeping up a communication between Malta and Naples; but immediately on the renewal of hostilities with France he entered upon a series of services much more congenial to his active mind and enterprising spirit.

On the 28th June, 1803, the Camelion joined Lord Nelson off Toulon, and after a short cruise in the gulf of Genoa, Captain Staines was sent to Barcelona, ostensibly to procure bullocks, but in reality to obtain all the information he could respecting the intentions of the Spanish government towards Great Britain; a convincing proof of the confidence that Nelson reposed in his ability and discretion.

Captain Staines returned to the blockading squadron on the 2d Aug., and was immediately detached to his former cruising ground, where the Camelion and her boats very soon succeeded in capturing nine sail of merchant vessels, and a French packet from Corsica bound to Toulon. One of the former prizes, a polacre ship, was cut out from under the batteries near Genoa, on which occasion the British had 1 man killed, and a Lieutenant (—— Jones) and 6 men wounded; the enemy 4 killed and 7 wounded. On the 29th Aug. the Camelion had also an officer and 9 men wounded, whilst endeavouring to capture five vessels which had taken shelter under the batteries at Rimasol; and on another occasion her boats sustained some loss in boarding a settee off Alassio, which vessel they brought out, in conjunction with those of the Niger frigate.

On the 16th Nov. 1803, whilst lying nearly becalmed off Cape Corse, and in sight of the British fleet, Captain Staines discovered an armed schooner with a transport under her convoy: the Camelion's sweeps were immediately manned, and he soon had the satisfaction of securing the former, which proved to be a French national vessel, mounting 12 guns, with a complement of 90 men. Her consort was afterwards taken possession of by an English 64.

Between this period and the month of Aug. 1804, Captain Staines was most actively employed along the coasts of Italy and Provence, from Genoa to Marseilles; off which latter

place he not only offered battle to a large corvette and a brig of war, but actually chased them back to their strongly protected anchorage. During this cruise the Camelion and her boats captured ten vessels, destroyed one under the batteries at Port Maurice, assisted at the capture of three others, and brought off a raft of spars and timber from the beach near Hieres.

In Sept. 1804, Captain Staines was sent up the Adriatic, with permission from Lord Nelson to cruise for three months according to his own discretion; but we are not aware of his having met with any success on that station. From Dec. 1804 until April 1805, he was principally employed affording protection to the Levant trade; and we subsequently find him accompanying a large homeward bound fleet as far as Gibraltar. On the 15th June, 1805, whilst in the Straits, he was attacked by a flotilla of Spanish gun-boats; but on seeing the Camelion get out her sweeps, and a light breeze springing up at the same time, the enemy retreated without doing her any damage.

Captain Staines was next stationed off Carthagena, under the orders of Captain George Digby, commanding the Beagle sloop of war; and on one occasion, when reconnoitring that port, the Camelion appears to have run along the north side of Isle Ascombrera, and stood out through the eastern passage, under a heavy but harmless fire of shot and shells from the different batteries.

A few days after this hazardous proceeding, Captain Staines observed six merchant vessels going to the eastward under the protection of a guarda-costa, and immediately despatched his boats to cut them off. Unfortunately however they were all too well armed, and the gallant party was obliged to retreat with the loss of 5 men killed, wounded, and missing; the latter either drowned in attempting to board the guarda-costa, or secured by the Spaniards after gaining her deck.

On the 15th Aug. 1805, the Camelion was obliged to throw all her carronades, shot, provisions, and stores of every description overboard, and to cut away three anchors, in order to effect her escape from a Spanish 74, by which she was

chased after her usual daily reconnoitre; and although thus lightened, it is more than probable that Captain Staines would have been obliged to abandon her (as the enemy was bringing a breeze up with him), had not four sail hove in sight to the S. W., towards which vessels both British brigs immediately stood, making various signals, and thereby alarming the enemy, who worked back to his anchorage, followed by the Beagle and Camelion, the former having closed with her consort for the purpose of taking her in tow, and removing her crew if it should be found necessary to do so.

The Camelion was paid off at Portsmouth in Sept. 1805; and Captain Staines had the honor of dining with Nelson, on board his flag-ship, the very day previous to that great hero's last departure from England, on which occasion the present Secretary of State for Foreign Affairs, and the late Treasurer of the Navy, were also entertained by his lordship.

Captain Staines attained post rank Jan. 22, 1806; but was not again employed until Mar. 28, 1807, when he received a commission appointing him to the Cyane of 32 guns and 155 men*, in which ship he was present during the whole of the operations that led to the capitulation of Copenhagen, and the consequent surrender of the Danish navy †.

After the departure of the British fleet and army with their prizes, Captain Staines was employed blockading Zealand, and affording protection to the trade still remaining in the Baltic, on which station he continued under the orders of Captain (now Vice-Admiral) Alexander Fraser, until Nov. 30, 1807, when he sailed from Helsinburgh, on his return to England, in company with the Vanguard 74, several sloops of war, and as many merchantmen as could possibly be collected.

In Feb. 1808, Captain Staines once more proceeded to the Mediterranean; and on the 22d May following, whilst cruis-

* The Cyane was only rated a 22-gun ship, but she mounted exactly that number of long 9-pounders on her main-deck, and the quarter-deck and forecastle were armed with 8 18-pounders and two long-sixes: to these Captain Staines afterwards added 2 brass howitzers, and at his request her long nines were exchanged for 32-pounder carronades, and her complement was increased to 175 officers, men, and boys.

† See Memoir of Admiral Lord Gambier.

ing off Majorca, he captured the Medusa Spanish letter of marque, of 12 guns and 80 men. This was, we believe, the last armed vessel ever taken from that power by any of our cruisers. The Cyane and her boats had previously captured eight merchantmen of different descriptions.

On the 3d June, 1808, Captain Staines received a letter from the Captain-General of the Balearic Islands, stating that the inhabitants of Majorca had declared in favor of Ferdinand VII., and requesting that he would repair to Palma bay for the purpose of treating with the Supreme Junta on subjects which might be advantageous to their respective nations. The Cyane accordingly proceeded thither, exchanged salutes with the Spanish garrison, and communicated with a deputation from the capital; after which Captain Staines hastened with the gratifying intelligence to his senior officer, Rear-Admiral Thornbrough, who immediately despatched Sir Francis Laforey, in the Apollo frigate, to negociate with the Junta.

For ten months from this period, the Cyane was almost constantly employed on the south coast of Spain, assisting the patriots, and annoying their oppressors. Whilst on this service she was repeatedly engaged with the enemy's batteries, and her boats made several captures.

On the 8th May, 1809, Captain Staines captured a bombard, and drove another vessel on shore near Naples. Two days afterwards, in company with the Alceste frigate, he engaged a French convoy at Terracina, on which occasion two gunboats were destroyed by shells thrown from the Cyane. On the 14th and 15th of the same month, those two ships brought off as much timber as they could stow, from a dépôt near Monte Circello; and on the 17th Captain Staines obtained possession of two martello towers in the following easy manner.

A detachment of seamen and marines under his orders having landed in the evening unobserved by the enemy, Captain Staines directed the respective officers to remain with their men at a good distance from the nearest tower, whilst he advanced with only a single attendant to reconnoitre it. Meeting with no interruption, and finding a ladder placed against

the entrance, he ascended without hesitation, looked through the key-hole of the door, and descried the garrison carelessly carousing. Not a moment was lost by him in bringing forward his whole force; and after placing the men in ambush within a few yards of the tower, he re-ascended the ladder, taking with him an Italian whom he had purposely brought on shore to act as an interpreter. The enemy were then summoned to surrender, and at the same time given to understand that a large quantity of gun-powder had been so placed as to ensure their destruction if they did not immediately comply with his demand. A great bustle now took place among the French soldiers, and Captain Staines, suspecting that they were about to make resistance, instantly discharged a musket through the key-hole, which was sufficiently large to admit the muzzle of the piece. This completely frightened them, although no one was hurt thereby; the door soon flew open, and the whole were taken prisoners without any opposition.

Leaving a small party in charge of this tower, Captain Staines pushed on for the other, and directed the French officer whom he had already surprised and taken, to acquaint his countrymen that unless they quietly surrendered, their little fortress would certainly be blown to atoms, and themselves involved in its destruction. This menace also had the desired effect, and both towers were demolished without a single casualty. Captain Staines subsequently blew up another fortification of the same description *, and we need scarcely add, that his able and resolute conduct was duly reported by Captain Murray Maxwell, the officer under whom he was then serving.

At this period, Lieutenant-General Sir John Stuart, commander-in-chief of the British forces in Sicily, and Rear Admiral (now Sir George) Martin, the senior naval officer on that station, were making a diversion in favor of Austria, by threatening Naples with an invasion, and thereby causing Murat, the usurper, to recall a considerable body of troops that had been sent by him as a reinforcement to the French

* Each of the towers mounted two heavy guns.

army in Upper Italy. The proceedings of the expedition thus undertaken will be seen by the Rear-Admiral's official letter to Lord Collingwood, of which the following is an extract:

"*H. M. S. Canopus, off Ischia, July* 2, 1809.

"My Lord,—I have the honor to acquaint your Lordship that I sailed from Melazzo on the 11th June, in company with the Spartiate, Warrior, Cyane, and Espoir *; and the same day I detached the Philomel (brig) with four transports, containing two regiments of infantry, which Sir John Stuart wished to be landed on the coast of Calabria, for the purpose of destroying the enemy's batteries, and of undertaking the siege of Scylla, should it be found practicable. I proceeded with the remainder of the transports, gun-boats, &c., amounting in the whole to one hundred and thirty-three sail, into the gulf of St. Eufemia, and close along the coast of Calabria, in the hope of diverting the attention of the enemy from Lower Calabria, and of enabling the two regiments detached by the Lieutenant-General, to effect the purpose for which they were sent †. For four or five days it was nearly calm; and the whole expedition continued in sight of Calabria. On the 15th, the transports from Palermo, amounting to nearly one hundred sail, accompanied by two Sicilian frigates, and H. M. ship Alceste, joined us; H. R. H. Prince Leopold was on board one of the frigates, and Lieutenant-General Bourcard, appointed to command the Sicilian troops employed on this expedition, in the other. Sir John Stuart, upon being joined by this force, expressed a desire, that General Bourcard should continue with his division on the coast of Calabria, putting some men on shore to effect a diversion, and that in the mean time we should proceed with the British and Sicilian troops (15,000 in number) which had sailed with us from Melazzo, to make an attack on the islands of Ischia and Procida ‡. On the 24th, I anchored to the northward of the said islands; and on the morning of the 25th, a landing was effected on the

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* The two former were 74-gun ships, commanded by Captains Sir Francis Laforey and John William Spranger. The Canopus 80, bearing Rear-Admiral Martin's flag, was commanded by Captain Charles Inglis; and the Espoir, an 18-gun brig, by Captain Robert Mitford. The Cyane joined this squadron at Melazzo on the 26th May.

† On the appearance of this detachment, the enemy abandoned their posts opposite Messina, which were immediately seized and dismantled by the British.

‡ On the 20th Captain Staines was detached, with the Espoir and twelve Anglo-Sicilian gun-boats under his orders, to cruise between Procida and Point Miseno, for the purpose of preventing any reinforcement or supplies from being conveyed to the enemy's garrisons.

island of Ischia under cover of H. M. ships Warrior and Success *, H. S. M. sloop Leone, and several gun-boats, without the loss of a man, and the whole taken possession of, except a strong insulated castle, off the S. E. part of the island, which did not surrender till the 1st instant, after batteries had been erected and opened against it. The island of Procida capitulated on the evening of the 25th; and that night I received information that a flotilla of gun-boats, &c. was coming from Gaeta along shore; in consequence of which, the few gun-boats near us were detached in that direction; and at day-light on the 26th, the flotilla, consisting of forty-seven sail, was seen, and a signal made to the Cyane to prevent the gun-boats from entering the bay of Naples. Captain Staines executed that service with the same ability and judgment which he has shewn upon every other occasion; and by turning the enemy, and preventing them getting round the point of Baiæ, they were brought to action by our gun-boats, supported by the Cyane and Espoir. Eighteen of them were taken and four destroyed. *No language, which I am master of, can convey to your Lordship an adequate idea of the gallantry, judgment, and good conduct displayed by Captain Staines* * * * * * *."

We must now, for a moment, lay down Rear-Admiral Martin's letter, in order to describe the Cyane's proceedings more clearly and fully than it does; likewise to correct an error or two therein.

Captain Staines appears to have commenced active operations against the enemy, on the 24th June, by driving twelve gun-boats, each mounting a long 24-pounder, into the bay of Pozzuoli. In the course of the same day and the ensuing night, his boats cut out *two* polacre ships from under different batteries, and one of them was found to contain a detachment of troops, intended to reinforce the garrison of Procida.

On the morning of the 25th, a frigate of 42 guns and 350 men, a corvette of 28 guns and 260 men, the above-mentioned division of gun-boats, and eight others of the same description, came out of Pozzuoli bay, apparently with the intention of forcing their way to Naples. This formidable force, however, was intimidated by the daring manœuvres of the Anglo-Sicilian detachment, and returned to its anchorage after a mutual cannonade of about one hour and a quarter, during which the Cyane sustained no loss, and but very little damage.

* See Captain JOHN AYSCOUGH.

In the action of June 26, the Cyane sustained the fire of two heavy batteries for nearly three hours, received 23 large shot in her hull, and was much cut up in her masts, yards, sails, and rigging. Her loss on this occasion consisted, according to the official return, of 2 killed, 1 mortally, and 6 slightly wounded. The enemy, in addition to their heavy gun-boats, had to regret the loss of fifteen other armed vessels, making a total of *thirty-seven* taken and destroyed on that occasion.

Scarcely had the enemy's flotilla been thus disposed of, when Captain Staines observed a flag of truce flying in a battery on Point Mesino. His boats on arriving there found 15 French soldiers ready to abandon their post, which afforded the commanding officer an opportunity of spiking the guns (four 42-pounders), destroying the carriages, and bringing off all the powder, the deserters of course accompanying him. The same night, Captain Staines annoyed the enemy's frigate, corvette, and gun-boats, in Pozzuoli bay, by throwing shot and shells among them.

At 8 A. M. on the following day, the Cyane was becalmed so near to the shore that a battery of *eight* 42-pounders, *two* 10-inch mortars, and *two howitzers* opened upon her, and became so troublesome by 10 o'clock, that Captain Staines determined not to put up with the annoyance any longer. He therefore got into a boat, led the flotilla under his orders to the attack, soon silenced the enemy's fire, then landed with a party of men, gained the height on which the battery was situated, spiked the guns, &c. threw one of the mortars into the sea, and returned to his ship without the slightest accident happening either to himself or to any of his gallant subordinates.

On the same day, according to Rear-Admiral Martin's letter, "Captains Staines and Mitford attacked the enemy's frigate and corvette, which, with a number of gun-boats, were moving from Baiæ to the mole of Naples. The action lasted from 7 till half-past 8 P. M. with the frigate (the corvette out-sailing her much, soon made the best of her way to Na-

ples). During the greater part of the time, the Cyane was within half-pistol shot of the frigate; but from her being so near the shore, and supported by a number of gun-boats and batteries, she was not able to continue the action."

Captain Staines and his first Lieutenant being dangerously wounded in this conflict, the second Lieutenant also disabled, and the command of the Cyane having in consequence thereof devolved upon the Master, we presume that Rear-Admiral Martin was not acquainted with all the particulars of the action when he wrote his official letter respecting it. The fact is, that the Espoir and the Sicilian flotilla were too far astern to be of much service to the Cyane, whilst on the other hand the enemy's frigate received considerable support *from the corvette*, as well as from the Neapolitan gun-boats. A journal kept on board the Cyane affords us the following information:

"At 6-15, the frigate weathered Nisida, and appeared becalmed—out sweeps, and cut all the boats adrift, with a keeper in each. The total number of officers, men, and boys, now remaining on board, able to come to their quarters, did not exceed 150.

"At 7, a battery tried to annoy us, and in five minutes afterwards we were abreast of the frigate, within half pistol-shot. The corvette, then half a mile a-head, and the batteries of Naples, as also the gun-boats, opened their fire upon us.

"At about half-past 7, the frigate received some men from the shore, notwithstanding which *she ceased firing, and hauled down her colours*, a few minutes before 8 o'clock. On obtaining a second reinforcement she again hoisted her ensign, and returned our fire, but with less vigour than before. In half an hour more she was completely silenced; but as our powder was all expended, and we were fast approaching the mole of Naples, then only 1½ miles distant, Castel Uovo and several batteries at the same time annoying us considerably, it was impossible, without boats, to profit by the enemy's confusion. We therefore reluctantly hauled off, and swept into the offing.

Rear-Admiral Martin concludes his official report in the following terms:—

"It is with sincere concern I have to inform your Lordship, that during the action Captain Staines and both the Lieutenants of the Cyane, were wounded; but the ship was fought, the latter part of the action, by Mr. Joseph Miller, the Master, whom Captain Staines speaks of in the highest

terms, and begs to recommend to your Lordship. He also speaks very highly of the conduct of Lieutenant James Hall, first of the Cyane, and of every officer and man under his command. * * * * * * Captain Staines has lost his left arm out of the socket, and is wounded also in the side, but he is in a fair way of recovery. Lieutenant Hall is likewise severely wounded in the thigh and arm, but there is every reason to hope he will do well*."

The loss and damages sustained by the Cyane, in this last action is thus described in the journal now before us:

"Two men killed; the Captain, 2 Lieutenants, 1 Midshipman, and 16 men wounded. The fore and mizen masts badly wounded by large shot; all the other masts and yards much injured by grape; the standing and running rigging cut to pieces; all the sails rendered useless; 19 large shot through the hull, 26 others lodged in the sides; 6 chain-plates, 4 port-timbers, and 2 port-cells destroyed; one knee on the gun-deck broke, and 4 guns disabled in consequence of the breeching ring-bolts giving way." The enemy acknowledged that their loss amounted to 50 killed and wounded†.

Lord Collingwood, when transmitting Rear-Admiral Martin's despatch to the Board of Admiralty, expressed himself as follows:

"It is represented to me that nothing could exceed the gallantry which was displayed by Captain Staines in all these several attacks in which he was for three days (and with little interruption by night) engaged in a succession of battles. * * * * * * As the Cyane has suffered very much in her hull, masts, and other respects, I have sent orders for her to proceed to England to be refitted."

Captain Staines arrived at the Motherbank, Oct. 16, 1809; and received the honor of knighthood on the 6th Dec. following, about which period he also obtained his sovereign's permission to accept and wear the insignia of a K. F. M. which had been conferred upon him by the King of Sicily, as a reward for his distinguished bravery on the coast of Naples. In April, 1810, several of the principal gentlemen in the isle of Thanet gave him a dinner at Margate, and presented him with an elegant sword, "as a mark of the very high admiration in which they held both his public and private character‡."

* Lieutenant Hall was promoted a few months after the action, but did not recover from his wounds as had been anticipated. He died at Scarrington, near Bingham, co. Notts., in the summer of 1810.

† See *Nav. Chron.* v. 22, p. 97.

‡ See *Kentish Gazette*, 27th *April*, 1810.

A few days after this flattering entertainment, Sir Thomas Staines was appointed to the Hamadryad of 42 guns, in which ship we find him successively employed convoying a transport to the banks of Newfoundland (on her way to Quebec,) cruising off the Western islands, escorting some troops, &c. to the mouth of the Tagus, accompanying a fleet of East Indiamen from St. Helena to the Downs, and cruising on the Irish station. His next appointment was, May 7, 1812, to the Briton frigate; but being at sea when it took place, he did not join her until the 17th June following.

Between the latter period and Dec. 1813, Sir Thomas Staines cruised with his usual activity, in the Bay of Biscay, where he captured the Sans Souci French privateer of 14 guns and 120 men; la Melanie letter of marque; the Joel Barlow, an American vessel of the same description; and six unarmed merchantmen. He also recaptured an English ship and two brigs; drove on shore two coasting traders; and assisted at the capture of five American vessels, the whole having valuable cargoes.

On the 31st Dec. 1813, Sir Thomas Staines sailed from Spithead in company with several men of war and 49 merchantmen, destined for the East Indies; but on their arrival off Madeira he separated from his consorts in order to assist and protect a disabled Indiaman, with which he arrived at Rio Janeiro, on the 19th Mar., 1814. From thence the Briton was suddenly ordered round Cape Horn, in quest of a large American frigate which was reported to have gone thither to join the Essex of 46 guns, commanded by Captain David Porter, who had already done considerable injury to our whale fishery, and was then, according to the best information, refitting his ship in the port of Valparaiso.

The capture of the Essex, by the Phœbe frigate and Cherub sloop of war, has been described in our memoir of Captain James Hillyar, C. B.*, whom Sir Thomas Staines found lying at Valparaiso, in company with his prize and the Tagus frigate, the latter commanded by Captain Philip Pipon.

* See Vol. II. Part II. p. 861, *et seq.*

After seeing the Phœbe and Essex as far as the island of Juan Fernandez, the Briton and Tagus proceeded to Callao, Paita, and some other places of inferior note on the coast of Peru; thence to the Gallapagos and Marquesas islands, but had not the good fortune to fall in with any thing like an enemy.

On the 28th Aug. 1814, Sir Thomas Staines took formal possession of Nooaheevah, one of the most considerable of the latter group, on which island Captain Porter had built a fort, &c. and hoisted American colours. The following are extracts from a ridiculous document written by that pompous personage, and found by the British in a bottle buried under the flag-staff:—

"It is hereby made known to the world, that I, David Porter, a Captain in the Navy of the United States of America, and now in command of the U. S. frigate Essex, have, on the part of the said United States, taken possession of the island called by the natives Nooaheevah, generally known by the name of Sir Henry Martyn's Island, but now called *Maddison's Island*; that by the request and assistance of the friendly tribes residing in the valley of Tuhuoy, as well as the tribes residing in the mountains, whom I have conquered and rendered tributary to our flag, I have caused the village of Maddison to be built, consisting of six convenient houses, a rope-walk, bakery, and other appurtenances; and for the protection of the same, I have constructed a fort calculated to mount 16 guns, whereon I have mounted 4, and have called the same *Fort Maddison**.

"Our right to this island being founded on *priority of discovery, conquest, and possession*, cannot be disputed †; but the natives, to secure themselves that friendly protection which their defenceless situation so much required, have requested to be admitted into the great American family, whose pure republican policy approaches so near to their own; and in order to encourage those to their own interests and happiness, as well as to render secure our claim to an island, valuable on so many considera-

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* The disgraceful manner in which Captain Porter rendered the mountain tribes tributary to the American flag, is related in "Shillibeer's Narrative of the Briton's Voyage," an interesting little volume, published by Law and Whittaker, in 1817. Fort Maddison and the village were destroyed immediately after Captain Porter's departure from the island.

† Nooaheevah and the adjacent islands were discovered by the Spaniards 180 years previous to the declaration of North American independence.

tions*, I have taken upon myself to promise them they shall be so adopted; that our chief shall be their chief; and they have given me assurances that such of their brethren as may hereafter visit them from the United States, shall enjoy a welcome and hospitable reception among them, and be furnished with whatsoever refreshments and supplies the island may afford; that they will protect them against their enemies, and, as far as lays in their power, will prevent the subjects of Great Britain (knowing them to be such) from coming among them until peace shall take place between the two nations."

Returning from the Marquesas to Valparaiso, and steering a course which ought, according to his chronometers, and the Admiralty and other charts, to have carried him nearly three degrees to the eastward of Pitcairn's island, Sir Thomas Staines was greatly surprised by its sudden appearance on the 17th Sept.; and as this incident enabled him correctly to ascertain the manner in which H. M. late ship Bounty was disposed of, we shall first avail ourselves of the information he obtained on that head from the only surviving mutineer, and then add some interesting particulars respecting the descendants of Mr. Christian and his deluded followers†.

Disappointed in his expectations at Toobouai, and dreading a discovery if he remained in the neighbourhood of Otaheite, Mr. Christian committed himself to the mere chance of being cast upon some desert island; and accident threw him upon that of Pitcairn, situated in the midst of the vast Southern Océan, distant upwards of 1100 leagues from the continent of America, and far from any other island. Finding no anchorage near it, he ran the ship upon the rocky shore, caused her to be cleared of the live-stock and every thing useful, and then set her on fire, by which means he deprived himself and his wretched adherents of every hope of escape.

After this rash act, Mr. Christian became very sullen and

* Principally, we presume, on account of its excellent harbour, Port Anna Maria; and the facility with which a plentiful supply of good water can be obtained at all seasons.

† *The only authentic account of the mutiny on board the Bounty, that has ever been printed, is incorporated with our memoir of Captain Peter Heywood.* See Vol. II. Part II, pp. 747—785. N.B. Errata at p. 764, first line of note*, *for* William Muspratt, *read* Thomas Burkitt.

peevish; his moroseness and irritability daily increased, and he soon disgusted every one by his very oppressive conduct. His treatment of the Otaheitean men and the Toobouaites appears to have been particularly severe and cruel; those who had hitherto lived harmoniously together were thereby divided into parties, disputes frequently took place, and often ended in affrays of a serious nature.

In this state of affairs, and within a twelvemonth after their landing, Mr. Christian's Otaheitan wife bore him a son, the first child born on the island, who was soon afterwards deprived of both his parents, the mother dying a natural death, and the father being shot by a Toobouaite, whilst he was digging in his own yam plantation. The cause assigned for this act of violence was his tyrannical conduct on all occasions, but particularly in taking the wife of an islander to himself, shortly after the dissolution of his own female partner. The opportunity of revenge had been anxiously sought for, and the assassin committed the act unobserved, firing from a thicket which skirted the plantation. Thus terminated the miserable existence of this ill-fated young man, who was neither deficient in talent, energy, nor connexions, and who might therefore have risen in the service, and become an ornament to his profession.

Desperate contentions now ensued between the Englishmen and the islanders, nor did they cease until four of the former were killed, and the whole of the latter annihilated.

Previous to Mr. Christian's death, one Englishman had been killed in a drunken quarrel, and consequently there were only three of the Bounty's people remaining alive at this latter period; of these, one died of asthma, and another destroyed himself in a fit of insanity, leaving a widow who was afterwards taken by the only survivor, to supply the place of his deceased help-mate. This man, Alexander Smith, appears to have had a narrow escape during the sanguinary strife, a musket-ball having entered his right shoulder, behind, and gone out through the right breast.

The first ship descried off the island was seen on the 27th Dec. 1795; but as she did not approach the land, they could

not make out to what nation she belonged. A second appeared some time in 1801, but did not attempt to communicate with them. A third came sufficiently near to see their habitations, but did not venture to send a boat on shore; which is the less surprising, considering the uniform ruggedness of the coast, the total want of shelter, and the almost constant and violent breaking of the sea against the stupendous rocks around it*.

The only vessel that ever communicated with the descendants of the Bounty's mutineers, (previous to the Briton and Tagus) was the Topaze, an American trader, commanded by Mr. Mayhew Folger, who touched at the island in Feb. 1808, and whose report of its situation very nearly corresponds with that made by Sir Thomas Staines, viz. lat. 25° 4′ S. (by meridian observation); and long. 130° 25′ W. (by the chronometers of the two frigates). We shall now proceed to give an account of the interesting little colony which Sir Thomas so unexpectedly fell in with.

On the 17th Sept. 1814, at 2 A. M., Lieutenant Charles Belfield Louis having reported land on the lee-bow, he went immediately on deck and distinctly made it out to be a small island; the Tagus was then hailed, and both ships hove too until day-light, when they filled and stood towards it. On approaching the island, Sir Thomas Staines first observed the upper part to be cultivated; then discovered a hut near the summit: afterwards several others forming a square, about half-way from the sea upwards; and at length saw several men descending with canoes on their shoulders.

At 8 A. M., the frigates being then within a mile of the shore, four canoes, containing six persons, paddled alongside the Briton; and to the great astonishment of Sir Thomas Staines, who was about to ask them some questions in the language of the Marquesans, he found that they all spoke very good English.

* Although Pitcairn's island is at all times difficult of access, it may be approached with safety, as there is no bottom to be got with 120 fathoms of line, within a mile of the shore.

The two men that first got on board the Briton soon explained the mystery, for one of them enquired whether any person knew a William Bligh, in England; and the other was introduced by him as Thursday-October-Christian, son of the unfortunate gentleman whose fate we have just recorded. This interesting stranger was then about 24 years of age, and is described as being a fine fellow, about six feet high, his hair deep black, his countenance open and engaging, complexion of a brownish cast, but free from that mixture of a reddish tint, which prevails among the islanders in the Pacific Ocean; his only dress was a piece of cloth round his loins, and a straw hat, ornamented with the black feathers of the domestic fowl. "With a great share of good humour," says Captain Pipon, who was then on board the Briton, "we were glad to trace in his benevolent countenance all the features of an honest English face; and I must confess, I could not survey him without feelings of tenderness and compassion." One of his companions was named George Young, a fine youth, about 18 years old, son of the only midshipman who continued with Mr. Christian.

Young and another lad, named Quintal, came alongside in the same canoe; and so eager were they to see the ship, that they both jumped on board together, when their little bark went adrift and capsized, but she was soon picked up and towed back by another. "I then," says Sir Thomas Staines, "for the safety of their boats, found it necessary to direct that one person should remain in each, and desired Quintal to go into his, leaving Young on board to inspect the ship. Quintal, however, whose curiosity was equally unsatisfied, immediately said, with a smile on his countenance 'I should like to see the ship too; suppose you let us draw for it, I think that will be the fairest way.' This was spoken with the greatest good nature, and I must own that I was greatly surprised to hear them speak the language of their fathers so correctly."

If the astonishment of Sir Thomas Staines was great on hearing their first salutation in English, his surprise was unbounded when, on taking the young men below, and setting

before them something to eat, they rose up, and placing their hands together in a posture of devotion, distinctly repeated, and in a pleasing tone and manner—"For what we are going to receive, the Lord make us truly thankful." They expressed great surprise on seeing a cow, and said they could not conceive what that great red thing with horns was; but, although they had never seen a dog before, the moment Young saw a little terrier belonging to Sir Thomas Staines, he exclaimed, "Oh! what a pretty little thing, I know what it is—it is a dog."

After breakfast, the two Captains accomplished a landing through the surf, and were introduced to the head of this little colony, whom they found to be a venerable looking person, upwards of 60 years of age, but of robust stature, and in perfect good health. His wife appeared still older, and was then totally blind.

The little village of Pitcairn forms a pretty square, the houses at the upper end of which were occupied by this ancient couple and their offspring by both marriages: their youngest child is described by Sir Thomas Staines as the finest boy he ever saw. On the opposite side was the dwelling of Thursday-October-Christian, who had married a woman much older than himself, she being the widow of one of the Bounty's people, and consequently a native of Otaheite; in the centre was a smooth verdant lawn, on which the poultry were let loose, but fenced in so as to prevent the intrusion of the domestic quadrupeds.

The inhabitants of Pitcairn's island at this time consisted of 41 persons, old and young, the whole in such perfect health that they had not so much as a head ache among them. It is almost needless to say, that they all looked up to the old Englishman, Alexander Smith, alias John Adams, as their head and adviser, both in temporal and spiritual matters; and, says Sir Thomas Staines, "his exemplary conduct and fatherly care of the whole little colony, could not but command admiration."

The young men were very athletic, and of the finest forms; their countenances open and pleasing, indicating much benevolence and goodness of heart; whilst in every action they

appeared studious to oblige each other; but the Pitcairn females were objects of particular regard; tall, robust, and beautifully formed, their faces beaming with smiles and unruffled good humour; their teeth, like ivory, were regular and beautiful, without a single exception; all of them had fine eyes, and the most marked English features; their dress, which the heat of the climate requires to be scanty, was still such as the strictest modesty would require; and their behaviour is entitled to the warmest praise; for instead of the wanton and licentious carriage which characterizes the females of all the other South Sea islands, the greatest propriety prevailed in all their actions.

Smith, whom we shall hereafter call John Adams, assured Sir Thomas Staines, that, since Mr. Fletcher Christian's death, there had not been a single instance of infidelity in the married women, nor of doubtful chastity in the others, and that he was equally ignorant of any attempt at seduction on the part of the males. They were all made to labour while young in the cultivation of the ground; and when possessed of a sufficient quantity of cleared land, and of stock sufficient to maintain a family, they were allowed to marry, but always with the consent of Adams, who united them by a formal ceremony; and "they bade fair," says Sir Thomas Staines, "to raise a progeny, beautifully formed as any in Europe."

The greatest harmony prevailed in this little society; their only quarrels, and these rarely happened, being, according to their own expression, "quarrels of the mouth." They were honest in their dealings, which consisted of bartering different articles for mutual accommodation. Their habitations were extremely neat: all that was done was obviously undertaken on a settled plan, unlike any thing to be met with in the other islands. In their houses they had a good deal of decent furniture, consisting of beds laid upon bedsteads, with neat covering; they had also tables and large chests to contain their valuables and clothing, the latter of which was made from the bark of trees growing on the island, prepared chiefly by the Otaheitean women, five of whom were still surviving, exclusive of the wives of Adams, and young Christian. The ground

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produced abundance of cocoa-nuts, bananas, bread-fruit, yams, and plantains; they had also plenty of fowls, goats, and pigs; the woods abounded with a species of wild hog, and the coasts of the island with several kinds of good fish; these constituted the whole of their resources, except a little sugar-cane, which Adams told Sir Thomas Staines, with a smile on his countenance, enabled him to make a *small* quantity of *bad* rum.

Their agricultural implements were made by themselves, from the iron supplied by the Bounty, which, with great labour, they beat out into spades, hatchets, &c. Adams kept a regular journal, in which was entered the nature and quantity of work performed by each family, what each had received, and what was due on account; there was, it seems, besides private property, a sort of general stock, out of which articles were issued on account of the several members of the community; and, for mutual accommodation, exchanges of one kind of provision for another were very frequent, as salt for fresh meat, vegetables and fruit for poultry, fish, &c.; also when the stores of one family were low, or wholly expended, a fresh supply was raised from another, or out of the general stock, to be repaid when circumstances were more favorable; all of which transactions were carefully noted down in the patriarch's journal.

But what was most gratifying of all to the visitors, was the simple and unaffected manner in which the members of this little community returned thanks to the Almighty for the many blessings they enjoyed. They never failed to say grace before and after meals, to pray every morning at sunrise, and again on retiring to rest. The day on which Sir Thomas Staines and Captain Pipon landed, was Saturday the 17th Sept., but by John Adams's account it was Sunday the 18th; and they had already commenced their Sabbath devotions when the frigates were first discovered by them. This difference in the time was occasioned by the Bounty having proceeded thither by the eastern route, and the Briton and Tagus having gone to the westward; the master of the Topaze found Adams right, according to his own reck-

oning, he having also approached Pitcairn's island from the eastward.

John Adams declared, as it was natural enough he should do, that he was not concerned in the mutiny on board the Bounty, being in his hammock at the time it took place; but this, we know, is not exactly true, for it was him who told Churchill, the master at arms, "to look sharp after James Morrison," the boatswain's-mate, as he had seen him shake hands with John Milward, when Mr. Fryer, the Master, spoke to them about rescuing their commander, and recovering possession of the ship.* It is, however, only an act of justice to state, that Adams was not particularly active on that lamentable occasion, neither did he offer any insult to Lieutenant Bligh, of whose harsh and severe treatment he spoke to Sir Thomas Staines in terms of strong feeling; he also expressed his utmost willingness to surrender himself, and be taken to England; indeed, he rather seemed to have an inclination to revisit his native country; but the young men and women flocked around him, and with tears and entreaties begged that "their father and protector" might not be taken from them, "for without him they must all perish." It would therefore have been an act of the greatest inhumanity to remove him from the island; and it is hardly necessary to add, that Sir Thomas Staines lent a willing ear to their entreaties, thinking no doubt, that, if he were even among the most guilty, his care and success in instilling religious and moral principles into the minds of this young and interesting society, had, in a great degree, redeemed his former misconduct.

To the foregoing outline we have the pleasure of adding, that old Adams was still living, when H. M. S. Blossom touched at Pitcairn's island, in 1826; that himself and his flock have received that support from this country, the peculiarity of their situation so justly entitle them to; and that they are now amply supplied with every thing which can contribute to their comfort, or tend to increase their happiness.

After his departure from Pitcairn's island, Sir Thomas

* See Vol. II. Part II. p. 755.

Staines revisited Valparaiso and Callao, touched at Coquimbo and Juan Fernandez, and continued in the Pacific, affording protection to the British interests, until April 1815, at the latter end of which month he returned to Rio Janeiro, and delivered a letter to his commander-in-chief, of which the following is a copy:

"*Valparaiso, 27 Mar.* 1815.

"Sir,—The undersigned English merchants resident in Chile, think it their duty most respectfully to inform you, that they conceive the presence of an English ship of war in the South Seas, essentially necessary for the protection of their interests here, during the present very unsettled state of these countries; and they therefore join in requesting that before the Indefatigable leaves these seas she may be replaced by another vessel of war, if it be not incompatible with his Majesty's service.

"In case this application should meet with, as we doubt not it will, your approbation, we beg leave to add, that from the highly honourable character of Sir Thomas Staines, and from the useful services he has always so willingly lent to British interests here, we conceive him most peculiarly qualified in every respect to promote the commercial interests of our country, and to maintain and protect its character.

"We have the honor to subscribe ourselves, with the greatest respect, your most obedient servants,

(Signed) "COLIN CAMPBELL. "ANDREW BLEST.
"JNO. JAS. BARNARD. "JOHN BLEST.
"N. CROMPTON. "T. BEETENSON.
"GEORGE COOD. "JAMES INGRAM.

"*To Vice-Admiral Manly Dixon.*"

On his arrival at Rio Janeiro, Sir Thomas Staines found the commander-in-chief preparing to return home, in consequence of the termination of hostilities between Great Britain and America; and, notwithstanding the above application, he received orders to accompany that officer, with whom he arrived at Plymouth on the 8th July, 1815.

The Briton being shortly afterwards put out of commission, we find no farther mention of Sir Thomas Staines until July 19, 1821, on which dayhe attended the coronation of his present Majesty, and was marshalled, as a K. C. B., next to Sir James Alexander Gordon, a gentleman who had also lost a limb in battle, and whose services we have already recorded*.

* Sir Thomas Staines was nominated a K. C. B., Jan. 2, 1815.

On the 23d Oct. 1823, Sir Thomas Staines was appointed to the Superb of 78 guns: in the following month he conveyed part of the 12th regiment of foot from Portsmouth to Gibraltar: and we subsequently find him visiting Barbadoes, St. Vincent's, Dominica, Bermuda, and Lisbon, at which latter place he continued for a very considerable period. The Superb was paid off Dec. 19, 1825.

Sir Thomas Staines enjoys a pension of 300*l.* per annum, granted to him for the loss of his arm, &c. He married, in May 1819, Sarah, youngest daughter of Robert Tournay Bargrave, of Eastry Court, Kent, Esq.

Agents.—Messrs. Cooke and Halfords.

THOMAS BROWN, Esq.

Post commission dated Jan. 22, 1806. This officer commanded the Loire frigate, and was very actively employed on the coast of North America during the late war between Great Britain and the United States. On the 10th Dec. 1813 he captured the Rolla privateer of 5 guns and 80 men. In 1816, he was appointed to superintend the ordinary at Sheerness; and he subsequently served as flag-Captain to Rear-Admiral Lambert, on the St. Helena station. His last appointment was, Oct. 16, 1822, to the Tartar of 42 guns, in which ship he sailed for South America, Feb. 5, 1823. Whilst there the celebrated Bolivar presented him with his portrait, as a mark of his regard and esteem, expressing, at the same time, through Colonel Peraz, his secretary, his regret, from being engaged in Alto-Peru, at not having a personal opportunity of taking leave of him previous to the Tartar's departure from the Pacific. It should likewise be noticed, in proof of Captain Brown's conciliatory and equitable conduct towards the contending parties, that the royalist General, Rodil (Bolivar's greatest enemy), refused a request he made, to be permitted to purchase some ship's stores at Callao, but generously added, that, as a mark of his esteem and friendship for him, he should take whatever his frigate required. The Tartar return-

ed to Portsmouth, bringing specie to the amount of 820,000 dollars, Jan. 31, 1826; and was paid off at Woolwich on the last day of the following month.

Agents.—Messrs. Stilwell.

ALEXANDER SHIPPARD, Esq.

THE first mention we find of this officer is contained in the following official letter from Captain Robert Honyman to Lord Keith, dated off Boulogne, Oct. 31, 1803:

"My Lord,—I have the honor to acquaint you, that this morning at 9 o'clock, six of the enemy's sloops, some of them armed, under convoy of a large gun-brig, were discovered coming out of Etaples, and standing to the eastward towards Boulogne; I immediately made the Harpy's signal, as well as the Lark's, to chase in that direction. The Admiral Mitchell cutter I perceived off Boulogne, and Lieutenant Shippard, her commander, immediately ran down within musket-shot, and commenced a very spirited and well-directed attack upon the brigs and sloops, which he continued in the most gallant manner for two hours and a half, driving the brig and one of the sloops on the rocks. I have great pleasure in bearing testimony to the intrepidity which was displayed in attacking so superior a force, especially when under cover of their numerous batteries on shore, and feel myself bound in justice to Lieutenant Shippard, for his gallant conduct this day, to recommend him to your lordship as an officer highly deserving every thing I can say in his favour. I enclose his report to me, and am sorry to perceive he has suffered so considerably: I also regret the strong winds off shore prevented the squadron from rendering that assistance we were all anxious to do. I have the honor to be, &c.

(Signed) "ROBERT HONYMAN."

Lieutenant Shippard's report informs us that a shell fell on board his cutter, which wounded her mast and cross-jack-yard in several places; also that she was repeatedly hulled, and one of her guns dismounted by the enemy's shot. The French brig is said by him to have mounted "twelve 32-pounders," whereas the Admiral Mitchell had only an equal number of twelves. The complement of the latter did not exceed 35 men, 2 of whom were badly, and 2 slightly wounded.

The gallant and determined conduct of Lieutenant Shippard, which called forth such pointed commendation from Captain Honyman, and also obtained him his commander-in-chief's

warmest praise, does not appear to have been immediately rewarded. His commission as a Commander bears date Mar. 3, 1804; and his promotion to post rank took place Jan. 22, 1806.

Captain Shippard subsequently commanded the Banterer of 22 guns; the Namur, a third rate, bearing the flag of the late Vice-Admiral Thomas Wells, commander in-chief at Sheerness; and the Asia 74. The loss of the former ship near Point Mille Vache, in the river St. Lawrence, Oct. 29, 1808, and the sufferings of her officers and crew, are fully described in the Naval Chronicle, Vol. XXII, pp. 49—53. The following sentence was pronounced by the court-martial assembled to try Captain Shippard for his conduct on that occasion:

"The Court is of opinion, that the loss of the said ship was occasioned by the culpable neglect of the Master, in not having repeated to the Lieutenant who relieved him in the next watch, the orders he had received from Captain Shippard, to keep the lead going by the forecastle men, and to relieve them, in consequence of the very severe cold weather, every half hour; as also from the negligence and very culpable conduct of Lieutenant Stephen C. M'Curdy, the officer of the middle watch, who not only permitted the pilot to quit the deck without his Captain's knowledge, but likewise left it himself between the hours of two and four, without being relieved by any person whatever, and took with him to the gun-room, to drink grog, the pilot's appreatice, the only midshipman, and the only quarter-master who were in the watch, where he remained upwards of a quarter of an hour: that Captain Shippard appears to have caused every possible exertion to be made to save the ship, and, when that was found impracticable, to preserve the stores, in which he was supported by his officers and crew. The Court doth therefore adjudge Lieutenant Stephen C. M'Curdy to be dismissed from his Majesty's service, as a Lieutenant, and Mr. Robert Clegram, acting Master, to be severely reprimanded, and admonished in all similar navigations to keep the lead going, and feel particular charge of any ship he may happen to serve in as Master, notwithstanding a pilot shall be on board at the time. And Lieutenant Stephen C. M'Curdy is hereby sentenced to be dismissed from the rank of Lieutenant in his Majesty's service, Mr. Robert Clegram to be severely reprimanded, and Captain Alexander Shippard, the other officers, ship's company, and pilot, to be acquitted, and they are hereby acquitted accordingly. It is the opinion of the Court, that if Captain Shippard's excellent arrangements had been duly attended to, the loss of his Majesty's ship would have been avoided."

Captain Shippard married a daughter of Admiral Sir John

Knight, K. C. B. His eldest son, who was a student at the Royal Naval College, died in Jan. 1811. One of his daughters is the wife of Lieutenant Alexander Buchanan, R. N.

Agent.—J. Copland, Esq.

HON. POWNALL BASTARD PELLEW.

M. P. for Launceston, in Cornwall.

Eldest son of Admiral Viscount Exmouth. Post commission dated Jan. 22, 1806.

Agent.—J. P. Muspratt, Esq.

JOHN BOWEN, Esq.

Son of Rear-Admiral (formerly Commissioner) Bowen, whose services have been recorded in our second volume.

This officer was educated at the Royal Naval College, which he quitted in Feb. 1798; and from that period, until the commencement of 1801, we find him serving as a Midshipman on board the Argo 44, commanded by his father, under whom he assisted at the capture of a Spanish frigate, mounting 42 guns; a royal packet of 12 guns; three privateers; three armed ships, with letters of marque, and four other merchantmen: also at the recapture of a British sloop of war, and one of the Falmouth packets. We should here observe, that upwards of thirty vessels were likewise taken and destroyed by the boats of the Argo during the same period; and that Mr. Bowen served on shore, as aid-de-camp to Captain Buchanan, at the reduction of Minorca, in Nov. 1798 *.

On leaving the Argo, Mr. Bowen joined the Lancaster 64, bearing the flag of Sir Roger Curtis, on the Cape station, from whence he returned to England in the Adamant 50, at the close of 1801. His promotion to the rank of Lieutenant took place in April 1802.

After serving for about a month in the Hound sloop of war, Lieutenant Bowen was appointed to the Glatton 54, then fit-

* See Captain William Buchanan.

ting for the conveyance of 400 convicts, and numerous emigrants of both sexes, to New South Wales, from whence it was directed that she should bring home a cargo of timber for ship-building *.

A short time previous to the Glatton's arrival at Port Jackson, two French frigates under Commodore Baudin had taken a survey of the S. E. coast of Van Diemen's Land; which circumstance, and some private information received by the colonial government, led to the belief that our late enemy intended forming an establishment in that neighbourhood. To prevent this being done, and avoid all discussion as to right of sovereignty, Governor King resolved to take formal possession of the island; but he was unable to carry that intention into execution at the moment, by the dissensions which existed between himself and the military officers stationed in New Holland. In this state of affairs, Lieutenant Bowen gladly seized the opportunity of offering his services, which the Governor as readily accepted.

The subject of this memoir, now metamorphosed into a "Lieutenant-Governor and Commandant," immediately proceeded to the river Derwent, where he disembarked with the embryo of the present flourishing colony of Van Diemen's Land on the 12th Sept. 1803. The establishment then under his controul consisted of an officer and 30 soldiers belonging to the

* The Glatton sailed from Portsmouth, Sept. 23, 1802, touched at Madeira and Rio Janeiro, arrived at Port Jackson Mar. 12, 1803, returned home by Cape Horn, and passed Portsmouth on her way to the Downs Sept. 22, 1803, having made the voyage of circumnavigation in 364 days, of which she was only 277 at sea. By means of air-tubes and other contrivances, together with due attention to cleanliness and diet, the voyage to New South Wales was performed without either fever, flux, or scurvy arising, and without any loss of lives, except 7 convicts from chronic disorders. The complement of men with which she sailed from England, was 170, not one of whom died during the whole period of her absence. This note will serve as a record of the perfection to which navigation, as well as preventive medicine, had attained in the beginning of the 19th century. We are indebted for most of the information it contains to Sir Gilbert Blane's "*Statements of the Comparative Health of the British Navy, from the year* 1779 *to the year* 1814."

New South Wales regiment, a surgeon, a storekeeper, and about 100 settlers and convicts. In less than six months the whole of those were tolerably well housed, and land enough was cultivated to ensure a sufficient supply of corn and garden-plants for the ensuing year.

Whilst thus zealously employed, Mr. Bowen received intelligence of the renewal of hostilities in Europe, and he immediately solicited permission to return to his proper line of service. The means of relieving him was fortunately soon furnished by the arrival from England of a small party under Colonel Collins, intended to be established at Port Philip, in Bass's Straits, but removed to the Derwent river in consequence of the former spot being found ineligible for the purpose to which it had been appropriated. By this arrangement he was enabled to return with his staff to Port Jackson, leaving the rest of his people to amalgamate with the new comers.

During his absence from England, Lieutenant Bowen was made a Commander, by commission dated May 2, 1804; and he had not been long at home before his name appeared in the list of officers promoted to post rank in honor of Nelson's last glorious triumph.

In July, 1806, we find Captain Bowen appointed to the Camilla of 20 guns; and shortly afterwards proceeding to Newfoundland, with a fleet of merchantmen under his protection. From thence he escorted the trade to Lisbon, and there took charge of the homeward-bound convoy.

In the spring of 1807, the Camilla saw another fleet in safety to the Leeward Islands, where she continued about a year, during which period Captain Bowen was occasionally employed by Sir Alexander Cochrane in the blockade of Martinique and Guadaloupe.

Whilst cruising off the latter island, the Camilla chased a French privateer under the guns at Basseterre, in Marie Galante, which circumstance led to the capture of that small colony, as it proved that such marauders and their prizes could always take shelter there until a favorable opportunity offered for them to run over to Point-à-Petre.

The force employed against Marie Galante consisted of

about 200 seamen and marines belonging to a small squadron stationed off Point-à-Pètre, under the orders of Captain William Selby; and this detachment was commanded by Captain Hugh Pigot, of the Circe frigate, which latter officer speaks in high terms of the support he received from Captain Bowen, who assisted him in obtaining possession of a stockaded fort, and afterwards marched with him to the attack of Grand Bourg, the principal town. The enemy's militia amounted to 400 men; but they were so completely surprised that very little opposition was offered to the British, who soon found themselves in quiet possession of a well cultivated island, containing a large quantity of colonial produce, and defended by 5 long twenty-four-pounders, 4 eighteens, 2 twelves, and 2 sixes. "The manner in which this service was planned," says Sir Alexander Cochrane, "and the promptitude with which it was effected, reflects the highest credit on Captain Selby *, the other captains, officers, and men employed thereon."

In July, 1808, Captain Bowen sailed from Tortola with one hundred and sixty-eight homeward bound vessels under his protection, the whole of which arrived safe at their different destinations. He subsequently escorted a fleet to Heligoland, and another to Malta, from whence he also brought home a convoy. In the summer of 1809, he conducted a division of Earl Chatham's army from Harwich to Walcheren; and then accompanied the flotilla of gun-vessels to the highest point of the Scheldt that was ever attained by any part of the British forces during that unfortunate expedition.

The Camilla, being found rotten, was paid off in Dec. 1809; and Captain Bowen did not obtain another appointment until the close of 1812, when he joined the Salsette 42, in which frigate we shortly afterwards find him affording protection as far as Madras, to a large fleet of Indiamen.

The previous reduction of the Isles of France and Java, with their dependencies, having put an end to all warlike operations

* Captain Selby, then of the Cerberus, but afterwards removed to the Owen Glendower frigate, died at the Cape of Good Hope, Mar. 28, 1811.

in the Indian and adjacent seas, Captain Bowen had no opportunity of distinguishing himself whilst on that station, from whence he returned to Spithead in the summer of 1816.

Captain Bowen married, May 13, 1825, Elizabeth Lindley, only daughter of Jeremiah Cloves, Esq. and niece to the Countess of Newburgh.

Agent.—John Chippendale, Esq.

HENRY LAROCHE, Esq.

Entered the naval service as a Midshipman on board the Squirrel of 20 guns, commanded by the late Rear-Admiral Epworth; and subsequently joined the Active 32, from which frigate he removed with Captain Thomas Mackenzie * into the Magnanime, a 64-gun ship, on the East India station. The Active formed part of Commodore Johnstone's squadron in the affair at Porto Praya, was subsequently employed in the blockade of Hyder Ally's ports on the Malabar coast, assisted at the destruction of his shipping off Calicut and in Mangalore harbour, and was present at the surrender of Negapatnam, in Nov. 1781. The Magnanime returned to England, and was paid off, in 1783.

Subsequent to this period we find Mr. Laroche serving on board the Powerful 74, and Queen Charlotte of 100 guns; the latter ship bearing the flag of Lord Howe, during the Spanish armament, at the close of which he was made a Lieutenant, by commission dated Nov. 22, 1790.

At the commencement of the war with France, in 1793, Lieutenant Laroche was appointed to the Captain 74, which ship formed part of Lord Hood's fleet at the occupation of Toulon; and afterwards accompanied Rear-Admiral Gell to Genoa, where she assisted at the capture of la Modeste 36, and three French gun-boats; she also assisted in weighing the Imperieuse, a fine 40-gun frigate, which the enemy had scuttled and sunk in Port Especia.

On his return from the Mediterranean, Mr. Laroche ob-

* See Vol. I. note ‡ at p. 654.

tained an appointment to the Sheerness 44, fitting for the coast of Africa, where he served as first Lieutenant under Captain Simon Mackenzie, and his successor, Captain James Cornwallis, until obliged to leave that ship through ill health, in 1798. We next find him serving as senior Lieutenant of the Revolutionnaire frigate, commanded by Captain Thomas Twysden, a most active officer and excellent disciplinarian, with whom he continued on the Irish station until Mar. 1801 *. Whilst in that ship he assisted at the capture of five formidable French privateers, carrying altogether no less than 88 guns and 813 men, viz. :—

Victoire, brig, 16 long 9-pounders and 160 men.

Determinée, ship, 18 guns and 153 men.

Bourdelais, ship, of 620 tons, mounting 16 long twelves, and 8 thirty-six pounder carronades (all brass guns), with a complement of 202 men.

Coureur, ship, of 10 long sixes, 4 carronades, and 158 men.

Moucheron, brig, of 16 long twelves and sixes, and 130 men.

During the remainder of the revolutionary war, Mr. Laroche served as first Lieutenant of the Neptune 98, bearing the flag of Vice-Admiral (now Lord) Gambier, with whom we also find him serving after the renewal of hostilities, in 1803. His promotion to the rank of Commander took place June 2d, 1804; and his post commission bears date Jan. 22, 1806.

Since writing the above, an officer of high rank has informed us that in April, 1800, the Revolutionnaire encountered a most tremendous hurricane, lost her rudder, sustained much other damage, and narrowly escaped being wrecked on the rocks near Waterford; that her first Lieutenant's zealous and seamanlike conduct on this occasion was highly extolled by every one on board; that Captain Twysden not only reported his admirable conduct in strong terms to the Admiralty, but also often declared that "a better officer than Henry Laroche never existed;" and that a similar opinion of his merits and ability has always been entertained by the noble Admiral to whom he was indebted for his subsequent advancement.

Agents.—Messrs. Cooke, Halford, and Son.

* Captain Twysden died Oct. 4, 1801.

ROBERT HENDERSON, Esq.

SECOND son of a deceased military officer, was born in 1778, commenced his naval career soon after the commencement of the French revolutionary war, served the whole of his time as a Midshipman on board the Southampton frigate, and was made a Lieutenant into the Osprey sloop, May 29, 1799.

Soon after his first promotion, Mr. Henderson proceeded to the Leeward Islands, on which station we find him serving as senior Lieutenant of the same vessel, at the renewal of hostilities in 1803.

The Osprey formed part of Commodore Hood's squadron at the reduction of St. Lucia, June 22, 1803 *; and Lieutenant Henderson subsequently performed a dashing exploit, the nature of which will be seen by the following copy of his commander's official letter, dated Oct. 31 in the same year:

"Sir,—I beg leave to acquaint you, that on the 26th instant I discovered a suspicious sail under the land of Trinidad, and immediately chased; but on arriving within about four miles of her it fell calm, and as I was now convinced she was an enemy's privateer, from the number of sweeps she was rowing, and having no chance of coming up with her in the Osprey, I sent three boats to attack her, under the command of Lieutenant Robert Henderson: the cutter in which he was, rowing much faster than the other boats, he, without waiting to be joined by them, in the most brave and determined manner, and under a heavy fire from the enemy's guns and musketry, boarded and captured the French privateer la Resource, mounting 4 four-pounders, and having on board 43 men, 2 of whom were killed and 12 wounded.

"Lieutenant Henderson and 3 seamen are slightly wounded, and one man dangerously: the cutter had only 17 men in her, who all behaved with the utmost bravery. I have further to inform you, that having put Lieutenant (Francis Augustus) Collier, and 16 men, on board the prize, he the next day chased and captured la Mimi French schooner privateer, of 1 gun and 21 men. I am, &c.

(Signed) "GEO. YOUNGHUSBAND †."

"*To Commodore Hood, &c. &c. &c.*"

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* See Vol. I. p. 481.

† Captain Younghusband died in 1806.

This letter appeared in the London Gazette of Jan. 3, 1804; and on the 31st of that month, the Committee of the Patriotic Fund at Lloyd's resolved, "that a sword of 50*l.* value, with a suitable inscription, should be presented to Lieutenant Henderson;" whose "brave and handsome conduct" was also duly appreciated by Commodore Hood, under whom he served, as a Lieutenant of the Centaur 74, bearing the broad pendant of that officer, during the expedition against Surinam, in the month of April following *:

In the course of the operations carried on for the reduction of that colony, Lieutenant Henderson was attached to the division of troops commanded by Brigadier-General Green; and at the assault of fort Frederici he appears to have been severely wounded by the explosion of a magazine, to which the enemy had set fire in hopes of checking the progress of their assailants.

Immediately after the conquest of Dutch Guiana was completed, Commodore Hood promoted the subject of this memoir to the command of the Guachapin brig; and his commission, we believe, was confirmed at home on the 21st June in the same year. He subsequently commanded the Alligator troop ship and Pheasant sloop of war, both employed on the West-India station, from whence he returned to England in the summer of 1806. The following anecdote of Captain Henderson is not unworthy of mention:—

Whilst the Pheasant was once at anchor in Carlisle bay, Barbadoes, her commander and several other naval officers were invited to dine with a large party at the hospitable house of a gentleman named Maxwell, residing in Bridgetown. After dinner, an unexpected visitor arrived, a person of the name of Blair, well known in the West Indies at that period, being a notorious duellist, and dead shot. This man, taking his seat at table, immediately gave the news from Guadaloupe, from whence he had just come up in a neutral vessel: among other things, he told the company that there was a large ship privateer fitting out there, to carry 20 guns

* See Vol. II. Part II. pp 797—801.

and 200 men, which would drive any British sloop of war off the station, or carry her into Basseterre in triumph. The party neither could, nor would, assent to the truth of this last assertion; but as he maintained it in a manner very offensive to the feelings of the naval gentlemen, who had hitherto been silent, Captain Henderson at last thought himself called on to notice it, and briefly told this well-known hero of the trigger, that if he repeated his assertion, he would throw him out of the window; on which Blair quitted the company, and in a few minutes sent a challenge to the Captain, who accepted it, intimating at the same time that, as he was the person challenged, he should choose his own ground, and that he meant to fight Blair *across a handkerchief*, each *holding an end, and the antagonists foot to foot.* At the appointed hour next morning, Captain Henderson and his second went to the ground, where Blair's friend soon after joined them, *alone*, and said he was desired by Blair to make an apology for the latter's non-appearance, as urgent business compelled him to leave the island, and he regretted having hurt the feelings of the naval part of the company. Thus ended Captain Henderson's very singular affair of honor, which he fortunately managed in such a way as to incur no risk of either life or reputation: by conduct less firm and spirited he would most probably have lost the former; for Blair, both before and afterwards, was but too successful in destroying men of worth and respectability. The last who fell by his hand was an officer of high rank, at Demerara.

Having been posted by the Admiralty previous to his departure from the West Indies, Captain Henderson was superseded immediately after the Pheasant's arrival in England; and he does not appear to have held any other command until the summer of 1808, when he was appointed, *pro tempore*, to the Agincourt 64. His subsequent appointments, during the war, were to the Champion 24, employed in the Baltic; Dublin 74, in a course of equipment; and Tigris frigate, fitting for the Irish station.

Agent.—Sir Francis M. Ommanney.

SIR LUCIUS CURTIS, BART.

A Companion of the Most Honorable Military Order of the Bath.

YOUNGEST and only surviving son of the late Admiral Sir Roger Curtis, Bart. G. C. B., by Sarah, youngest daughter and co-heiress of Matthew Brady, of Gatcombe House, in the island of Portsea, Esq.*

This officer's commission as a Commander bears date Nov. 16, 1804; he obtained the rank of Post-Captain Jan. 22, 1806; and was appointed to the Magicienne frigate about Feb. 1809. On the 29th Dec. in the same year, we find him stationed off the Isle of France, where he recaptured the Windham, a valuable ship belonging to the Hon. E. I. Company, which had been taken some months before by a French squadron, near Madagascar, and was then on her way to Port Louis.

Captain Curtis assisted at the reduction of Isle Bourbon, in July 1810, as will be seen by reference to the memoir of Sir Josias Rowley, Bart. The unavoidable destruction of the Magicienne, at the entrance of Port Sud-Est, Isle of France, has been noticed under the head of Captain Samuel Pym, C. B., at p. 718 of our second volume.

The subject of this brief sketch subsequently commanded the Iphigenia and Madagascar frigates. He was nominated a C. B. in 1815, and succeeded to the baronetcy, on the demise of his highly respected father, who died at Gatcombe House, Nov. 14, 1816 †.

Sir Lucius Curtis married Miss Greetham, daughter of the Deputy Judge Advocate of H. M. fleet: his only brother, Roger, died a Commander, R. N. July 12, 1802.

* A biographical memoir of Sir Roger Curtis is given in the Nav. Chron. Vol. 6, pp. 261—276.

† See Nav. Chron. Vol. 36, p. 440.

SIR JOHN LOUIS, BART.

ELDEST son of the late Rear-Admiral Sir Thomas Louis, Bart., K. F. M., &c., by Jacquetta Belfield, a lady of very respectable connexions in the west of England*.

This officer was made a Commander, by Nelson, early in 1805; and his post commission bears date Jan. 22, 1806. During the latter part of the late war, he commanded l'Aigle frigate, on the Mediterranean station. The principal services in which he participated have been described in our memoirs of Captain John Tower, Rear-Admiral Moubray, C. B., and Sir James Brisbane†; the latter of whom, when reporting the capture and destruction of a French convoy at Port Maurice, expressed himself as follows:—

"I feel great pleasure in declaring how much I am indebted to Sir John Louis and Captain Coghlan for the manner in which they placed their ships, and for the precision of their fire; but their characters are so well known, as well as the high state of discipline of their ships, that any encomium from me is unnecessary."

Sir John Louis married, 15th Oct. 1807, the eldest daughter of Lieutenant-Colonel Kirkpatrick, Commandant of the 8th regiment of Bengal Native Infantry. His youngest brother, Charles Belfield Louis, is a Commander R. N.

Agent.—A. C. Marsh, Esq.

HON. EDWARD RODNEY.

YOUNGEST son of the late gallant Admiral Lord Rodney, K. B., Vice-Admiral of Great Britain, who died May 24, 1792.

This officer was born in 1783; made a Lieutenant, 29th Aug. 1799; promoted to the rank of Commander, April 8,

* Sir Thomas Louis died on board his flag-ship, the Canopus, at Alexandria, in Egypt, May 17, 1807; his remains were interred at Malta, by the side of the gallant Abercrombie. An interesting memoir of this distinguished Admiral will be found in the Nav. Chron. Vol. XVI. pp. 177—193.

† May 20th, 21st, and 28th, 1813; Aug. in the same year; and April 11th, 1814.—See Vol. II. p. 898; Vol. I. p. 812; and Vol. II. p. 409.

1805; and posted Jan. 22, 1806. He subsequently commanded the Fylla of 20 guns, and Africaine frigate, on the Jamaica and East India stations.

BRYAN HODGSON, Esq.

Was made a Lieutenant, Dec. 11, 1799; promoted to the rank of Commander, April 8, 1805; and posted Jan. 22, 1806. During the latter part of the war, he commanded the Owen Glendower frigate, in the East Indies, from whence he returned to England in the spring of 1816. Mrs. Hodgson died on the continent, Nov. 11, 1824.

Agents.—Atkins and Son.

HOOD HANWAY CHRISTIAN, Esq.

Eldest son of the late Rear-Admiral Sir Hugh Cloberry Christian, K. B., by Anne, only daughter of Barnabas Leigh, of Thorleigh, in the Isle of Wight, Esq.

This officer was born July 23, 1784; made a Lieutenant in 1800; promoted to the rank of Commander Mar. 21, 1805; and posted Jan. 30, 1806. He commanded the Heroine, a 32-gun frigate, at the reduction of Flushing, in 1809; and was subsequently appointed to the Iris 38, which latter ship formed part of the squadron employed co-operating with the patriots on the north coast of Spain, in 1811 and the following year*. In 1813, she captured three American letters of marque, viz. the Union, of 12 guns and 53 men; the Cashier, and the Price, each mounting 6 guns, the former carrying 40 men and the latter 30.

From this period we lose sight of Captain Christian until Sept. 16, 1824, when he was appointed to the Owen Glendower of 42 guns, in which frigate he proceeded to the Cape of Good Hope, and there hoisted a broad pendant as Commodore of the squadron on that station.

Captain Christian married, 29th Feb. 1808, Harriet, second

* See Vol. II. Part II. pp. 521—527.

daughter of the late Samuel Shute, of Fern Hill, Isle of Wight, Esq.

Agent.—J. P. Muspratt, Esq.

HON. ARCHIBALD COCHRANE,

YOUNGEST surviving son of the Earl of Dundonald, and nephew to Admiral Sir Alexander J. Cochrane, G. C. B.

A short time previous to the peace of Amiens, we find this officer serving as a Midshipman on board the Speedy brig, commanded by his gallant brother, Lord Cochrane, and bearing a conspicuous part in one of the most brilliant actions that has ever been recorded. The achievement to which we allude was the capture of El Gamo, a Spanish polacre, frigate-built, mounting 22 long 12-pounders, 8 nines, and 2 heavy carronades, with a complement of 319 officers, men, and boys, by a British vessel carrying 14 four-pounders, and having no more than 54 persons, of every description, on board.

This formidable enemy was warmly engaged by the Speedy, at close quarters, for upwards of half an hour, during which time the Spaniards made several attempts to board their opponent, but were prevented by her skilful manœuvres. The great disparity of force, however, rendered it necessary to adopt some measure that might prove more decisive than cannonading, and Lord Cochrane therefore resolved to run his little brig alongside the polacre, which was no sooner effected than he sprang on board sword in hand, and, being bravely seconded by the whole of his officers and crew, compelled the enemy instantly to strike their colours. The total loss sustained by the Speedy on this occasion was 3 killed and 4 wounded; El Gamo had 15, including her commander, slain, and no less than 41 wounded. The following is an extract from Lord Cochrane's official letter, written on the day of the action, May 6, 1801 :—

"I must be permitted to say there could not be greater regularity nor more cool determined courage shewn by men, than by the crew of the Speedy. Lieutenant Parker, whom I beg leave to recommend to their Lordships' notice, as well as the Hon. Mr. Cochrane, deserve all the approbation that can be bestowed *."

* Lieutenant Richard William Parker was wounded severely, both by

After conducting El Gamo in triumph to Port Mahon, the Speedy returned to her station off Barcelona, where she joined company with the Kangaroo, an 18-gun brig, commanded by the late Captain George Christopher Pulling, who thus describes the next service of importance in which Mr. Archibald Cochrane was engaged :—

"On the 1st instant (June 1801) we spoke a Minorquin privateer, who gave information that a Spanish convoy, consisting of five armed vessels and twelve sail of merchantmen, had passed to the westward three days before: Lord Cochrane agreeing with me as to the practicability of our overtaking them, we went in pursuit, and yesterday morning (the 9th) got sight of them at anchor under the battery of Oropesa. Having so able and gallant an officer as his lordship to lead into the bay, I hesitated not a moment to make the attack: we approached within half gun shot of the enemy by noon, and came to an anchor, though opposed by the battery, which is a large square tower, and appears to have 12 guns, a xebec of 20 guns, and three gun-boats, all of which kept up a brisk fire until two o'clock, when it considerably decreased, but again recommenced, encouraged by a felucca of 12 guns, and two gun-boats, that came to their assistance: by half-past three, the xebec and one of the gun-boats sunk, and shortly after another gun-boat shared the same fate. The tower, with the remaining gun-boats, assisted by the felucca, continued to annoy us on both sides till about half-past six, when the fire of the whole slackened; and on the Kangaroo cutting her cables, and running nearer to the tower, the gun-boats in the offing fled, and by seven the tower was silenced. We were annoyed by a heavy fire of musketry in different directions till midnight, during which time the boats of both brigs were employed in cutting out the vessels that were found afloat, under the direction of Mr. Thomas Foulerton, the first Lieutenant of the Kangaroo, assisted by Lieutenant (Benjamin) Warburton, of the Speedy, the Hon. Archibald Cochrane, and Messrs. Dean and Taylor, Midshipmen: they succeeded in bringing out three brigs, laden with wine, rice, and bread; the remainder were either sunk or driven on shore. I have here to lament the loss of Mr. Thomas Taylor, Midshipman, a valuable young man, who was killed by a musket-ball while on this service. I cannot express myself sufficiently grateful to Lord Cochrane for his assistance during this long contest, as well as on the day before, when we found it necessary, for the honor of his Britannic Majesty's arms, to blow up the tower of Almanara, mounting 2 brass 4-pounders, which would not surrender, though repeatedly summoned. * * * * * *. Enclosed is a list of the killed and wounded on board the

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musketry and the sword; but he did not obtain promotion to the rank of Commander until Aug. 15, 1806.

Kangaroo*; Lord Cochrane was a little singed, and received a bruise at the demolition of the tower of Almanara, as did two of his men; but I am rejoiced to add, neither of them were materially hurt: and with the utmost surprise I have the pleasure to find that the Speedy had not a man killed or wounded in the destruction of this convoy, though, from situation and distance, equally exposed to the enemy's fire."

On the 3d July, 1801, the Speedy was chased and captured, in the gut of Gibraltar, by a French squadron under the command of Mons. Linois; and from that period we find no further mention of Mr. Cochrane until his promotion to the rank of Lieutenant, Mar. 12, 1804.

The subject of this sketch subsequently commanded the Victor sloop and Fox frigate, on the East India station, where he assisted at the destruction of several Dutch men of war, in Dec. 1807†. His post commission bears date Jan. 31, 1806.

Agents.—Messrs. Maude.

SIR JOSIAH COGHILL COGHILL, BART.

(*Formerly* JOHN CRAMER, ESQ.)

YOUNGEST son of a gentleman who assumed the name of Coghill, pursuant to the desire of Hester, Dowager Countess of Charleville, great-grand-daughter of Tobias Cramer, Esq. Sheriff of Dublin, grandson of Tobias Kramer, of Lower Germany, who was infranchised in Ireland, May 1639‡.

This officer obtained post rank Feb. 1, 1806; in which year we find him commanding the Concorde frigate, on the East India station, from whence he returned to England in the autumn of 1807. During the Walcheren expedition he commanded the Diana frigate, and was highly spoken of by Sir Richard J. Strachan in his despatches reporting the operations of the fleet under his orders. He succeeded to the baronetcy, on the demise of his elder brother, May 21, 1817.

* *Killed*, 1 Midshipman; *wounded*, 5 seamen, severely; 2 Lieutenants, 2 seamen, and 1 marine, slightly.

† See Captain the Hon. F. B. R. PELLEW, C. B.

‡ Sir Josiah C. Coghill's father was created a Baronet July 25, 1778: his mother was the daughter of Josiah Hort, D. D. Lord Archbishop of Tuam.

Sir Josiah Coghill has been twice married: his present lady is the eldest daughter of Charles Kendall Bushe, Esq. the late Solicitor-General in Ireland.

Agents.—Messrs. Cooke, Halford, and Son.

NATHANIEL DAY COCHRANE, Esq.

Was made a Lieutenant in 1800, and promoted to the rank of Commander, July 30, 1805. On the 18th Dec. following, being then in the Kingfisher sloop, he captured l'Elisabeth, French privateer, of 14 guns and 102 men.

Captain N. D. Cochrane is the officer who brought home the despatches announcing the result of the action between Sir John T. Duckworth and the French Rear-Admiral Leissegues, off St. Domingo *; his advancement to post rank took place Mar. 26, 1806; and he subsequently commanded the Alexandria and Orontes frigates, on the North Sea and Cape of Good Hope stations.

Agents.—Messrs. Maude.

JOHN AYSCOUGH, Esq.

Son of the late Captain Ayscough, R. N. a gallant and veteran officer, who was often wounded whilst fighting the enemies of his country; who expended a large portion of his private property in raising several thousands of seamen for her service, at the period when she was engaged in a serious dispute with Spain, respecting the occupancy of Falkland's Islands; and whose last injunction to his sons, then very young, was "Serve your King and Country †."

* See Vol. I. p. 262.

† Captain Ayscough, *senior*, was between forty and fifty years in the royal navy. His son, *James*, was a Lieutenant of the Monarch 74, at the sanguinary battle off Copenhagen, April 2, 1801; on which occasion he distinguished himself in a most gallant manner. Shortly after the renewal of hostilities, 1803, we find him serving in the Centaur 74, bearing the broad pendant of Commodore Hood, by whom his conduct in storming a battery of six 24-pounders, on Cape Salines, Martinique, was so highly extolled, that the Patriotic Society at Lloyd's resolved to present him with

The Ayscoughs are of very ancient origin, and connected with many of the oldest families in the kingdom. Dean Ayscough, great uncle to the officer whose services we are about to notice, was Preceptor to his Majesty George III.; and he married a sister of the celebrated Lord Lyttleton.

The subject of this memoir was born on board the Swan sloop of war, during a desperate action fought by that vessel, when returning from the coast of America; in which engagement his father, who then commanded the Swan, and who had married during his absence from England, lost for ever the use of a leg, and was otherwise severely injured.

Having lost his gallant parent at a very early age, Mr. *John* Ayscough commenced his naval career under the auspices of the late Admiral Sir James Wallace, Knt., and served his time as a Midshipman on board the Goliath 74, Juno and Hebe frigates, and Hector, Alcide, and Monarch, ships of the same class as the Goliath.

In the autumn of 1791, the Juno, commanded by that excellent officer the late Sir Samuel Hood, K. B., was employed in attendance upon their late Majesties, at Weymouth; and Mr. Ayscough had the honor of being much noticed by all the royal family, but particularly by the King, who never went on board without recognizing the young relative of his esteemed preceptor. One morning, the monarch missed his juvenile favorite, enquired where he was, and desired Captain Hood to send for him.

We should here remind our readers, that Midshipmen of the good old school were occasionally in the habit of making their own mess-puddings. Mr. Ayscough happened to be thus engaged when his Majesty's message reached him, notwithstanding which he instantly obeyed the royal mandate. We should likewise remark, that his head was at that time covered with a profusion of ringlets; and that, in the hurry of running upon deck, they incommoded him by falling over his face.

a sword, value 50*l*. He fell a victim to the climate of the West Indies, when commanding the Hawke sloop of war, April 8, 1808. A monument to his memory is now standing in the island of Mariegalante.

"Ah! youngster, what's the matter? what's the matter?—I say, Hood, what does he keep his hands behind him for?" exclaimed the King, on seeing Mr. Ayscough place himself in that posture; and having discovered the cause by walking round him, he desired his august consort to come and look also. The royal pair then joined in a hearty laugh, after which his Majesty said, "Well, but tell me, tell me, youngster, what you have been doing?"—"Making a pudding, please your Majesty."—"Well then," continued the King, "go below and finish it; and when it is done, let me know." Mr. Ayscough did as he was commanded; the sovereign of Great Britain, and most of the royal family, went down to the Midshipmen's birth, partook of the homely pudding with their usual affability, and good humouredly declared it to be excellent!!

Mr. Ayscough received his first commission in 1793, and subsequently served on board the Monarch, Romney 50 (as senior Lieutenant), and Queen Charlotte; the two former ships successively bearing the flag of his friend and patron Sir James Wallace, on the Newfoundland station*; the latter a first-rate, commanded by the late Sir Andrew Snape Douglas †, with whom he continued until his promotion to the rank of Commander, in 1797.

In the summer of 1799, we find Captain Ayscough commanding the Blanche frigate, armed *en flute*, and accompanying the expedition under Vice-Admiral Mitchell and Sir Ralph Abercromby, to Holland, where he served as a volunteer at the time of debarkation near the Helder, and continued with the fleet until the surrender of the Texel squadron ‡. Returning from thence, with a convoy under his protection, he had the misfortune to be wrecked, through the ignorance or misconduct of his pilot, as will be seen by the following extracts from his official narrative:

"*H. M. S. Blanche, Nieuve Diep, 29th Sept.* 1799.

"Sir,—It is with great concern I have to state to you, that, agreeable

* Sir James Wallace died in Gloucester Place, Portman Square, Mar. 6, 1803.

† See Vol. II. Part I. p. 54.

‡ See Vol. I. note at pp. 414—417.

to your orders, I got under weigh from the Mars Diep on the 27th instant, at 1 P. M., making several signals for the convoy to follow me, the wind then being at S. E. At 4 P. M., the pilot, who had the charge and direction of the ship, got her on shore on the Middle, in the Soulp Gat; we very shortly got her off, but at 6 o'clock she got on shore again, Kyck Duyn bearing S. S. E. about 2 miles. I then made the signal for having struck on a shoal, and repeated it several times. It being the top of high water, and finding it impossible to get her off, I struck lower-yards and top-gallant-masts; started all the water except the ground-tier, and got a stream anchor out ready to heave her off when the next flood-tide made, which we succeeded in about 1 A. M. on the 28th, and came to with the small bower in 4 fathoms. At 5 o'clock we attempted to weigh, but the wind had shifted to S. W., and blew so strong that it was impracticable; therefore we cut the cable, made sail, and steered the course the pilot directed, which very shortly brought us up upon Dalrymple shoal; the black buoy bearing S. by W., distant one cable length. I then made the signal for boats with anchors and hawsers, likewise for schuyts, it being my intention to put the guns and all the heavy stores into them; but these plans were frustrated by the gale increasing, so much so that it was scarcely possible to stand the deck, the sea breaking over us on every side, and the ship having so much motion †. About 11 A. M., I ordered the main-mast to be cut away; and a little after, the ship broaching to, I likewise cut away the mizen-mast, and rigged two boat-sails on the poop, to endeavour to steer her, having previously lost the rudder, and nothing left to steer the ship in case she drifted over the shoal. I continued repeating the signal for assistance until I saw that none could be afforded; several boats being overset, and many lives lost in attempting it. By this time, the ship making three inches of water every minute, and gaining very fast upon us, the officers and men were almost ready to drop with fatigue. About 4 P. M. she drifted off the shoal, having only the foremast standing, and the water in the cable tiers; I therefore thought the only chance I had to save the ship's company was to run her on shore; which I fortunately succeeded in, by backing and filling with the foresail and the above mentioned boat-sails, the fore-yard being lowered down almost to the gunwale. * * * * * *."

(Signed) "JOHN AYSCOUGH."

" To Capt. John Lawford, H. M. S. Romney."

On the receipt of Captain Ayscough's letter, the senior officer in the Texel roads directed a survey to be taken of the state and condition of the Blanche; when it was found that

† Every heavy article was consequently thrown overboard, except the guns, which it would have been dangerous to dispose of in that manner, there being only from 8 to 10 feet water alongside, and the Blanche's draught 17 feet 3 inches.

"the tide ebbed and flowed in-board of her, evidently proceeding from a general bilge of her flooring or bottom; that her whole frame was hogged upwards in different parts, and her stern-post disunited from the wooden ends; that it appeared absolutely impossible to remove her in a perfect body from alongside the mould in the Nieuve Diep, where she was then lying aground; and that it would therefore be impracticable ever again to render her serviceable to his Majesty. The surveying Captains, George Bowen, Richard Worsley, and John Larmour, concluded their report in the following terms:—

"As officers we feel ourselves called upon to remark that, from the perilous state of the ship, as before described, not less our admiration than our astonishment is excited that she should have been navigated from the place of her disaster to her present situation; a circumstance which, in our minds, reflects the greatest credit on her commander, officers, and ship's company."

That the Blanche did not get on shore through any neglect or fault of Captain Ayscough, and that no endeavours were wanting to extricate her, will be further seen by the sentence of the court-martial assembled to enquire into the cause of that unfortunate accident, a copy of which sentence we shall now lay before our readers:

"The Court is of opinion, that the ship was ran on shore through the entire fault of the Pilot; that very peculiar exertions were made, and great professional skill shown by the captain, officers, and company of the Blanche, to get her off, and afterwards to save the lives of the people and the remaining stores, which redounds greatly to their credit; they do therefore *most honorably acquit* Captain Ayscough, the officers and crew of the late Blanche, and they are hereby so acquitted accordingly."

Captain Ayscough's trial took place, at Sheerness, Nov. 1, 1799; and in the course of the same month, the Board of Admiralty marked their approbation of his conduct by appointing him to the Inconstant 36, armed *en flute*, in which ship he was attached to the different expeditions that were afterwards undertaken against Quiberon, Cadiz, and the French army in Egypt*. On each of those occasions he volunteered to land with the army, and his offers were always accepted.

* See Vol. I. pp. 129, 219, and 54; note † at p. 259; and p. 313.

At Quiberon, Captain Ayscough was selected by Sir Edward Pellew, now Viscount Exmouth, to command a party of seamen, intended to assist at the storming the enemy's works. Circumstances, however, arose which frustrated the plan of operations, and his orders were consequently countermanded at the very moment when he was about to proceed with scaling ladders and every thing necessary to carry them into execution. Off Cadiz, he met with a similar disappointment, owing to the mortality then raging in that city; but during the Egyptian campaign he did not want opportunities of distinguishing himself as a zealous and gallant officer, the sole charge of two important posts, at the entrance to the lakes, near Alexandria, being entrusted to him, and the force under his orders employed in a series of active and arduous services, which he continued to conduct in a very able and spirited manner, until obliged to quit the camp in consequence of catching the plague, by which dreadful malady he was deprived of the use of his hands and feet for a very considerable period.

Captain Ayscough received a gold medal for his services in Egyyt, from whence he returned to England, Dec. 4, 1801. His next appointment was, about June 1803, to the Camel store-ship, in which we shortly afterwards find him proceeding to Jamaica, where he had not been long before he was nearly deprived of his life by a violent attack of yellow fever; but notwithstanding the additional shock his constitution then sustained, and the danger of a relapse if he remained in the West Indies, he declined the commander-in-chief's offer to send him home for his recovery, being determined not to quit that station until he could attain the rank which he had ever fondly looked forward to, and constantly endeavoured to merit. That his reputation as an excellent officer was by this time well established, will be readily inferred from the handsome terms in which Sir John T. Duckworth spoke of him to his former distinguished Admiral:—

"*Shark, Port Royal, Jamaica, Dec.* 16, 1803.

"My Lord,—I was honored with your letter by Captain Ayscough, and should have pleasure in paying attention to any person you take an in-

terest about, but this officer seems to be a child of the service, as every body speaks highly of him, consequently we all owe attention to such merit, and you may depend upon my endeavours to serve him. I have the honor to be, &c.

(Signed) "J. T. DUCKWORTH."

"*To the Right Hon. Lord Keith, &c. &c.*"

In 1804, the subject of this memoir was appointed to command Sir John T. Duckworth's flag-ship; and he appears to have also acted for some time as flag-captain to that officer's successor, the late Vice-Admiral Dacres; by whom, we believe, he was successively appointed to the Reynard and Goelan sloops, Malabar 50, and Success frigate. His post commission was confirmed by the Admiralty, April 18, 1806.*

At the close of 1806, Captain Ayscough convoyed a large fleet of merchantmen to England; and after refitting his frigate, he was employed blockading Havre, until Nov. 1807, when his friend Sir Samuel Hood, who was at that period appointed to command an armament destined against Madeira, did him the honor to apply for the Success to be placed under his orders; intending to assign her a conspicuous sta-

* On the 20th Nov. 1806, Captain Ayscough despatched his barge and another boat in pursuit of a small felucca, which he observed running into Hidden Port, near Cumberland harbour, Cuba. The officers employed on this occasion were Lieutenants William Duke and Charles Spence, acting Lieutenant Dowel O'Reilly, and Mr. William Rand Hughes, Master's-mate. On their approach, they found that the crew of the felucca, about 50 in number, had landed with their small-arms, and their only long gun; lashed the vessel to some trees, and posted themselves on a hill close to the beach, from which eminence they soon began to fire down on the boats, with grape and musketry, in a most determined manner. Lieutenant Duke was killed the first volley; but Lieutenant Spence and his brave companions maintained a warm action for one hour and twenty minutes, during which several of the enemy were observed to fall, and 7 of the British, including Mr. O'Reilly, were wounded. The barge being by this time shot through in many places, and the enemy's position too commanding to be attempted by escalade with any probability of success, Lieutenant Spence very prudently resolved to content himself with carrying off the felucca; which he accomplished without any further loss, although the enemy did all in their power to sink her, and so nearly succeeded in effecting their purpose, that she went down astern of the Success, very soon after her capture. She proved to be le Vengeur French privateer, belonging to St. Domingo.

tion, should it be found necessary to use force, in order to obtain possession of that island. We have already hinted, that the subject of this memoir served part of his time as midshipman under Sir Samuel Hood; and we have mentioned the above circumstance merely to shew that, in every situation, he has had the good fortune to obtain the favorable opinion of his superior officers.

The Success returned to England with the bearer of Sir Samuel Hood's despatches announcing the peaceable surrender of Madeira; and we subsequently find her proceeding to a high northern latitude, for the purpose of affording protection to the Greenland fishery. In Aug. 1808, having embarked the Turkish ambassador and his suite, together with Viscount Jocelyn, now Earl of Roden, Captain Ayscough took charge of the outward bound Mediterranean trade; and on his arrival at Malta he received a letter signed by the masters of the merchantmen, requesting him to accept their "sincere thanks for the great and unremitted attention he had paid to the fleet under his convoy, the safety of which was ensured by his judicious measures."

The Success was next employed in conveying the Turkish ambassador from Malta to the coast of Albania; and she afterwards proceeded with part of his suite to the entrance of the Dardanelles, where she landed her passengers on the 28th November. In Mar. 1809, she brought two Austrian messengers, charged with important despatches, from Valette harbour to Portsmouth, making the voyage in twenty-three days. In the following month, she again sailed for the Mediterranean, with another valuable fleet under her escort.

On the 24th June 1809, Captain Ayscough joined the expedition proceeding against the islands of Ischia, Procida, &c. and understanding that a debarkation was to take place next day, he immediately volunteered to serve wherever his presence and exertions would be most useful. In consequence of this offer, he was directed by Rear-Admiral George Martin to land with the troops; and we know that (as was the case on the Helder expedition) his boat was either the first or second that touched the shore. A short time, how-

ever, had only elapsed, before he discovered that there would not be much to do on shore; and he therefore returned to his ship, which had assisted in covering the landing of the army, and was now occasionally engaged with three of the enemy's sea batteries, the fire of which was at length completely silenced.

On the following morning, June 26th, some gun-boats under Captain Ayscough's directions assisted at the capture and destruction of fifteen armed vessels, from Gaeta bound to Naples*.

On the 30th July, 1809, the boats of the Success, then off Cerigo, captured two French privateers; one mounting 9 carriage guns and 4 swivels, with a complement of 78 men; and the other 1 gun and 20 men.

From this period, Captain Ayscough continued in the Archipelago, until Nov. following, when he received the Persian ambassador and his suite on board at Smyrna, and proceeded with them to Malta; from whence, if we mistake not, they were conveyed to England in the Formidable 98.

The next service performed by the Success is thus described by Captain Ayscough, in a letter addressed to the senior officer on the coast of Calabria, April 1810.

"On the 4th instant while running along the coast and abreast of Castiglione, I observed three vessels on the beach, and men loading them. I thought it an object worth while to attempt their destruction, as they appeared to me capable of carrying 150 men each; and I therefore despatched the boats of this ship, manned with volunteers, under the orders of Mr. George Rose Sartorius, the third Lieutenant, accompanied by the boats of the Espoir, under the command of Lieutenant Robert Oliver; the frigate and sloop covering their landing.

"I am sorry to say, that when about musket-shot from the shore, three boats swamped, having struck on a sunken reef, by which accident two seamen belonging to the Espoir were drowned; all their ammunition being wet, the officers and men swam to the beach with cutlasses in their mouths, when the enemy fired upon them from two long 6-pounders, and 4 wall-pieces, they being secreted behind the rocks, and not perceived until the boats grounded.

"This fire served only to increase the zeal of the party; and their perseverance so intimidated the enemy that they deserted their guns, and re-

* See p. 91, first par.

treated to the houses which were near, keeping up a heavy fire of musketry from the windows: but being also dislodged from them, they ultimately fled to the mountains.

"The guns were now spiked, the carriages destroyed, two vessels set on fire, and their cargoes, which consisted of oil, stove; when our people with difficulty launched the boats that were swamped, and returned on board," (with only the additional loss of 2 private marines killed; one belonging to the Success, the other to her consort).

"Lieutenant Sartorius speaks in the highest terms of all the officers, seamen, and marines under his orders, particularly of the conduct of Lieutenant Oliver, Mr. George Lewis Coates, Master's-mate of the Espoir, and Mr. Richard Peace, mate of this ship."

By reference to our memoir of Sir Jahleel Brenton, it will be seen that Captain Ayscough was unfortunately becalmed in the offing whilst his brother officer was so gallantly supporting the honor of the British flag in the bay of Naples, May 3, 1810*; a circumstance which must have caused him infinite mortification, particularly as he had been the senior officer on that part of the coast for some time previous to the arrival of the Spartan, and had not only joined her in pursuit of the enemy, two days before the action, but had actually got so near to the Ceres French frigate on that occasion, as to have had at one time a fair prospect of bringing her to battle; the Success being a faster sailing ship than her consort†.

After this very severe disappointment, Captain Ayscough was stationed at Messina, with two frigates and several sloops under his orders, for the purpose of protecting Sicily from invasion, Joachim Murat, the usurper of the crown of Naples, having assembled 40,000 troops, and about 200 gun-boats, on the opposite shore; besides putting innumerable fishing-vessels, and other small craft, in requisition, on every part of the Calabrian coast. Together with his appointment to

* See Vol. II. Part I. p. 268, and note * at p. 269.

† The captains, officers, and ships' companies of the Spartan and Success, had previously agreed to share with each other in all prizes taken by either frigate; but as the latter had no share in the action of May 3, 1810, Captain Ayscough, his officers and men, could not reconcile themselves to share for the capture of the Sparviere, and they consequently relinquished their claim without waiting to ascertain whether she was of much or little value.

this responsible command, Captain Ayscough received a letter from Rear-Admiral Martin, under whose orders he was still serving, wherein we find a passage worded as follows:—

"I must confide in your zeal and judgment, to take such station, and to act in such manner, as may appear to you most likely to interfere with, or defeat the plans of the enemy."

The station taken by Captain Ayscough, was to the northward of the Faro, where he moored his ship with hawsers to the shore, keeping springs on her cable, and her top-sail-yards constantly at the mast-heads, so that she was always ready to act on any emergency. The anxiety he experienced during the time he held that important command, with every thing left to his own discretion, will readily be conceived by our readers; and we shall therefore only add, that he spent the greater part of every night upon deck, kept the squadron under his directions in the most perfect readiness for immediate battle, inspired the troops in and about Messina (principally foreigners in British pay) with the greatest confidence, and effectually deterred Murat from attempting to gain a footing in the island, which he would soon have over-run, had it been possible for his formidable flotilla and numerous transports to have eluded the vigilance of British seamen. Whilst thus employed in the defence of Sicily, the boats of Captain Ayscough's squadron destroyed two Neapolitan gun-vessels and thirty-four craft of different descriptions, fitted for the conveyance of troops.

After the breaking up of Murat's camp, Captain Ayscough was sent, with seven men of war under his orders, to reconnoitre the coast between Naples and Civita Vecchia, it having been reported that a French armament had touched at the latter place on its way to the Neapolitan capital.

Finding that this was a mere rumour, Captain Ayscough returned to Sicily; and there received a letter from the Right Hon. Charles Yorke, then First Lord of the Admiralty, who informed him that he was "by no means unapprized of his zeal and activity as an officer," and that he would take an opportunity of recommending him to Sir Charles Cotton "for an exchange to a larger frigate."

Unfortunately for Captain Ayscough, the Success shortly afterwards encountered a very heavy gale of wind, whilst on a cruise off Candia, and sustained so much damage that it became absolutely necessary for her to return home before the commander-in-chief could comply with Mr. Yorke's wishes.

During the gale, Captain Ayscough was obliged to swifter the ship's sides together, by means of cables passed under her bottom; and also to dismount all the after-guns, her stern having separated from the stern-post. The Success was paid off at Chatham, Aug. 12, 1811.

Since the peace, Captain Ayscough has held the chief command of the Ordinary at Plymouth, during the established period of three years. Whilst there he observed, that when ships were taken from under his charge in order to be commissioned, their housings were nearly all destroyed; and to prevent a continuance of that very unnecessary and heavy expence, he suggested a plan for covering them in future, by the general adoption of which we have no doubt that many thousands of pounds will soon be saved to government. The following is a description of the housing recommended by Captain Ayscough, a model of which was most ably executed by Mr. Simmonds, carpenter of the Ocean.

The frame consists of a ridge piece, rafters, &c. secured with screw-bolts and nuts, so that it can be taken to pieces by a few men in a very short space of time. Instead of long planks, nailed to the rafters as heretofore, the frame is entirely covered with hatches, which, from their having ring-bolts at each end, can be lifted up with the greatest ease, either to admit air, get the gun-carriages in and out, or for any other purpose. Whenever a ship, thus covered, is ordered to be got ready for service, the whole of these materials can be stowed away in a small compass, the hatches being only 6 feet by 3; and in case another ship of the same class should then be coming out of dock, the housing removed from the one can be placed over the other in a few hours, thereby saving the newly built, or newly repaired, ship from the least exposure to wet weather. The hatches being all of the same size, may be used as covering for any ship or vessel, from a first-rate to a gun-brig or cutter, and they will continue fit for use until they are completely decayed. The advantages to be obtained by adopting this plan are too obvious to require any further remark; we shall therefore merely state, that the Navy Board readily attended to Captain Ayscough's suggestion, and that he had the gratification of seeing a frigate

and a 74 covered in that manner long before the expiration of his command in the river Tamar.

Captain Ayscough married, Dec. 18, 1813, Anna Maria, eldest daughter of the late Captain Thomas Parr, R. N. (of Langdown House, co. Hants, a descendant of the celebrated Earl Godolphin); and has issue one son and two daughters.

Agent.—Sir F. M. Ommanney.

SIR THOMAS JOHN COCHRANE, KNT.

(Governor, &c. of Newfoundland.)

ELDEST son of Admiral the Hon. Sir Alexander I. Cochrane, G. C. B.

This officer was made a Commander, Sept. 24, 1805; and posted into the Jason frigate, at the Leeward islands, April 23, 1806.

On the 1st June following, a small party of seamen and marines belonging to the Jason, assisted by a boat's crew from the Maria schooner, stormed and destroyed a battery of five large brass guns and one field-piece, near Aquadilla, in the island of Porto Rico. The particulars of this exploit will be given in our memoir of Captain Charles Julius Kerr, the officer who commanded on that occasion. The subsequent capture of a French national ship near the coast of Surinam, is thus described by Captain Cochrane:

"*H. M. S. Jason, Jan.* 28, 1807.

" Sir,—Having received your orders by H. M. sloop Osprey, I proceeded towards Maroney river, and yesterday morning at day-light, Soramine river bearing S. by E. 26 miles, discovered a ship and brig nearly six miles on the weather beam, apparently men of war; and from the information I received a few days before, conceived them to be the vessels of which we were in search. About a quarter before ten, I succeeded in bringing the ship to action within pistol-shot. She shortly after struck, and proved to be la Favorite (formerly in H. M. service), mounting 16 long sixes and 18 twelve-pounder carronades, with a complement of 150 men. The brig, from her sailing superior to la Favorite, and in consequence of signals from her, kept above gun-shot to windward, and I am sorry to say, from the time it took to exchange the prisoners, and being favored by the wind, she has made her escape. The brig mounts 14 brass 8-pounders, and has on board 120 men.

"I am happy to add, we had only one man wounded; la Favorite had 1 killed and 1 wounded; and was very much cut up in her sails and rigging. * * * * * * I have the honor to be, &c.

(Signed) "T. COCHRANE."

"*To Rear-Admiral Sir Alex. Cochrane, K. B.*"

After the capture of the Danish West India islands in 1807*, Sir Alexander Cochrane bestowed the offices of Harbour-master of ports Fredericksted and Christiansted, in St. Croix, upon his son; but this and the other appointments of a similar nature were set aside by Lord Castlereagh, who united them all in the person of his uncle, Lord George Seymour.

During the siege of Martinique, Feb. 1809, Captain Cochrane commanded the Ethalion 38, which ship he paid off in Aug. 1810. The honor of knighthood was conferred upon him, May 29, 1812; but we believe that he was not again employed until the autumn of that year, when he received a commission appointing him to the Surprise frigate; and in her we find him again serving at the Leeward islands, on which station he captured the American privateer brig Decatur, of 12 guns and 82 men, Jan. 16, 1813.

Sir Thomas Cochrane's next appointment was, June 28, 1820, to the Forte of 44 guns. In 1821, he served both on the Jamaica and Halifax stations. In 1822, he attended his Majesty to Scotland; and in Sept. 1824, he brought home a quantity of specie from Vera Cruz and the Havannah. His appointment to the government of Newfoundland and its dependencies was announced in the London Gazette of April 16, 1825.

The subject of this sketch married, Jan. 6, 1812, the eldest daughter of Lieutenant-General Sir Charles Ross, Bart. which lady paid the debt of nature, Sept. 4, 1819.

Agents.—Messrs. Maude.

WILLIAM HUGH DOBBIE, Esq.

A Magistrate and Deputy Lieutenant for the County of Essex.

SECOND and youngest son of the late George Dobbie, Esq. a native of Ayrshire, and possessed of considerable property

* See Vol. I. p. 263, *et seq.*

in America, who died at the beginning of the dispute between Great Britain and her trans-atlantic colonies, by which event the bulk of his fortune was totally lost to his family.

The Dobbie family came over from France with Mary Queen of Scots, and settled in Berwickshire, from whence this officer's great grandfather, Robert Dobbie, Esq. Chamberlain of Giffen, removed into Ayrshire about the commencement of the 18th century. *Mr. William Hugh Dobbie's* mother was the daughter of Samuel Staple, Esq. a naval officer, who died on board the Grafton of 70 guns, during the siege of Pondicherry, in 1761 *.

The subject of this memoir was born in London, Nov. 3, 1771; and he first embarked as a Midshipman on board the Hector 74, under the auspices of her Captain, the late Sir John Hamilton, Bart. in the spring of 1783 †. After the demise of that officer (Jan. 1784), we find him successively serving in the Hector, Edgar, Ardent, Bellona, and Hebe, under the command of the following distinguished characters: Sir John Collins, who died in command of the Berwick 74, off Toulon, in 1794; Sir Charles Thompson, died Mar. 17, 1799; Sir Francis Hartwell, late Deputy Comptroller of the Navy; and Sir Edward Thornbrough, now an Admiral of the White.

At the latter end of 1789, Mr. Dobbie proceeded to the East Indies, as fifth mate of a ship in the Honorable Company's service; there being then no prospect of a war, and consequently no chance of his obtaining the rank for which he had become qualified.

Notwithstanding Mr. Dobbie's temporary secession from the royal navy, he embraced an early opportunity of evincing his zeal for the public service, by volunteering to assist in repelling a large fleet of proas, assembled by the King of Quedah, for the purpose of destroying the infant settlement at Prince of Wales's Island. His spirited offer being readily accepted, he accordingly joined in two night attacks, April 12

* One of Mr. Staple's sons also died in the naval service.

† See Vol. I., note, at p. 413.

and 16, 1791; the result of which so intimidated the invaders that they relinquished their hostile design, and gladly consented to a pacific arrangement.

Mr. Dobbie continued in India until the arrival of Commodore Rainier, who had been appointed to the chief command on that station shortly after the declaration of war between Great Britain and the French republic. He then joined the Suffolk 74, bearing that officer's broad pendant, and was employed in her boats, cutting off the communication between Fort Oostenburg and the main during the siege of Trincomalee, in Aug. 1795 *. Whilst thus engaged he assisted at the capture of a sloop, which was brought out from under the enemy's guns; and distinguished himself by his spirited and zealous conduct on two or three other occasions.

On the day after the surrender of Oostenburg, Mr. Dobbie and another midshipman, the late Captain James Hingston Tuckey †, were mainly instrumental in arresting the progress of a fire which broke out in that fort, and which actually reached the outer door of the grand magazine before any effectual measures could be adopted to avert the impending danger. On hearing the alarm given, and seeing the flames burst forth, Messrs. Dobbie and Tuckey, then on their way to the watering place, promptly collected a few men with buckets, &c., hastened to the scene of danger, and by very great exertions kept the fire under, until a sufficient number of soldiers were assembled to extinguish it. Their conduct on this alarming occasion was afterwards highly spoken of in the Madras newspapers; but through some mistake it was stated that they belonged to the Centurion 50, instead of their being described as midshipmen of the Suffolk.

After the reduction of Trincomalee, Commodore Rainier made preparations for subjugating the Dutch spice islands, on which expedition he sailed from Madras, Oct. 16, 1795. On the 25th Dec. in the same year, he advanced Mr. Dobbie to the rank of Lieutenant, and appointed him fifth of the Suffolk.

* See Vol. II. Part I. note at p. 74 *et seq.*

† See *id.*, note at p. 245.

A few days subsequent to his promotion, Lieutenant Dobbie was despatched in the launch to board a strange sail in the Straits of Banca. He had not proceeded far when she was discovered to be a brig of war, and the boats of the squadron were consequently sent to his assistance. On arriving within hail, about dusk, a fine breeze suddenly sprang up and enabled the stranger, hitherto becalmed, to distance the boats: Lieutenant Dobbie, however, continued the pursuit, and by great exertions kept pretty close to the brig, receiving her fire and returning it from his swivels, which served to direct the chasing ship and ultimately led to her capture, at 2 A. M., by the Orpheus frigate. She proved to be the Harlingen, Dutch national brig, of 14 guns and 45 men.

On rejoining the Commodore, Lieutenant Dobbie was put in command of the prize; and through his zeal and activity she was found eminently useful during the subsequent progress of the expedition, the navigation of the eastern seas being then very imperfectly known.

Amboyna, as we have already stated, surrendered without resistance on the 16th Feb. 1796 *. At the taking of Banda Lieutenant Dobbie was placed under the orders of Captain Henry Newcombe, of the Orpheus, to cover the landing of the troops: this service was handsomely performed, and the troops put in possession of a battery from whence the enemy had been driven by the fire of the frigate and her consort. Captain Newcombe mentioned the conduct of the latter in terms of high approbation; and the Commodore, in his despatches, was pleased to recommend Lieutenant Dobbie to the notice of the Admiralty, "for his great merit, and the gallant manner in which he followed the Orpheus."

On the day following the capture of Banda, the Harlingen was purchased into the service, named the Amboyna, and commissioned by Lieutenant Dobbie, who received orders to fit her out immediately, in order to convey Captain (now Rear-Admiral) Lambert with the Commodore's despatches to England; these were actually closed, and the brig unmoored,

* See Vol. II. Part II., note † at p. 930.

when the signal post announced a sail coming from Amboyna. The intelligence she brought proved of an unfavorable nature, the natives having risen in insurrection and committed many excesses. Under these circumstances the Commodore gave up his intention of sending the despatches direct to England, and Captain Newcombe carried them in the Orpheus to Sir George Keith Elphinstone, at Madras*.

Lieutenant Dobbie was subsequently ordered to convoy a ship with a valuable cargo of spices to China, and to procure there a supply of stores and provisions for the squadron and garrisons at the Moluccas. On this occasion he acquitted himself so much to the satisfaction of the commander-in-chief as to receive the testimony of his approbation in public orders.

Lieutenant Dobbie being in bad health when ordered on the above service, the present Captain Arthur Farquhar, C. B. (who had accompanied him in pursuit of the Harlingen) was appointed to serve under him as a supernumerary Lieutenant. On their arrival at Macao it was found necessary to heave the Amboyna down, she having got aground in the Sooloo Seas; and therefore when Lieutenant Dobbie went up to Whampoa he left his friend in the Typa to superintend that service. Whilst in the act of heaving down, the brig was suddenly attacked by a strong party of Ladrones, who expected to carry her by surprise; but fortunately Mr. Farquhar was on his guard, and the pirates took to flight after receiving a severe chastisement for their audacity.

In Dec. 1796, we find Lieutenant Dobbie again serving on

* The rebellion in Amboyna was raised by the Mahometan natives, with the intention, as they affirmed, of extirpating the Dutch, whose tyranny they had long impatiently groaned under; and this they would have fully accomplished had Commodore Rainier not undertaken Mynheer's defence and protection. During the months of April and May 1796, the insurgents remained in arms, and gave the British some trouble, carrying devastation to the very walls of the fort, burning the houses, and murdering every Dutchman they met. At length, however, a few of their chiefs were seized, and immediately executed in their own villages, *in terrorem*. This measure had the desired effect, and tranquillity was soon completely restored in the island.

board the Suffolk, under the flag of Rear-Admiral Rainier. The following account of a mutiny which subsequently took place on board that ship, is contained in a letter from one of her officers to his friends in England, dated off Point de Galle, Jan. 23, 1798:

"On the 15th of this month, a very serious mutiny broke out on board this ship, then at Colombo. The sailors, in a body, required the redress of what they called grievances, but which were in reality the most insolent demands: the Admiral spoke to them on the folly of their conduct, and shewed them that they possessed every indulgence which was granted to the ships in England; but this not satisfying them, they imitated the conduct of the mutineers at home, ascended the rigging, and huzzaed defiance; at the same time attempting to point 2 guns at us. The officers instantly pushed forward to seize the ringleaders, and secured one of them; the rest forced themselves below. We armed immediately, and after much resistance, secured ten of them in the middle of the whole crew. The 16th 17th, and 18th, the officers kept constantly to their arms, night and day; when they found that we were prepared to defend the ship with our lives, they were too much intimidated to attempt any thing further, and quietly submitted. Had we deliberated a moment, all would have been lost; the guns on the forecastle would have swept the quarter-deck; they would have had time to organize the mutiny, and must have got the better of us; the officers being only 30 in number, whilst the ship's company is 550. The crews of the Arrogant and Carysfort, the only ships with us, were disorderly at the same time, but returned to their duty without coercion."

In another letter from the same officer, dated off Tellicherry, April 10, 1798, we find the following passage:

"We have since been perfectly quiet; but, I am sorry to say, we are not yet free from doubts of our people's sincerity: we are therefore obliged to be at all times prepared for the worst. You will no doubt deem it a disagreeable piece of duty to be always armed with loaded pistols; but as they insure our safety, and will enable us at all times to strike the first blow, they are indispensably necessary. We have one great comfort, in possessing but one opinion of the proper conduct to be pursued in case of another disturbance;—to sell the ship as dearly as we can, and to support our authority at the risk of our lives, is the unanimous resolve. This the refractory sailors know, and they are intimidated by it; if the 70 marines we have on board do *their* duty, there is no fear but that we shall make of the mutineers a severe example to future times."

The minds of the seamen belonging to the East India squadron appear to have continued in a state of ferment until intelligence was received of Duncan's glorious victory off Camper-

down, to commemorate which Rear-Admiral Rainier granted a full pardon to all the ringleaders of the late mutiny on board his flag-ship, one of whom had been capitally convicted, several sentenced to severe corporal punishment, and others to long imprisonment. This act of clemency greatly endeared him to the squadron, and it was followed by the re-establishment of good order in every ship under his orders.

In Aug. 1798, Lieutenant Dobbie was appointed first of the Centurion 50, commanded by his patron's nephew, the late Rear Admiral John Sprat Rainier.

An expedition against Manilla was at this time in contemplation, but obliged to be given up in consequence of the invasion of Egypt by General Buonaparte, and an overland despatch having reached the commander-in-chief, acquainting him that the enemy had brought the frames of several ships of war from Europe, with the intention of setting them up at Suez. On the arrival of this intelligence the Centurion was sent from Bombay to Mocha, where she found the Albatross brig, with which vessel she proceeded to Suez; and these, if we mistake not, were the two first British men of war that had ever visited the head of the Red Sea. During his continuance on that station, including the whole of the year 1799, Lieutenant Dobbie surveyed the roads of Jeddah and Cossire, Jaffatine harbour, and various other anchorages, his plans of which proved very useful to the expedition afterwards sent from India under the command of the late Sir David Baird and Rear-Admiral Blanket*.

In the summer of 1800, the Centurion and three frigates † were sent to blockade the port of Batavia and intercept the trade coming from the other Dutch settlements in Java. On the 23d Aug., this squadron took possession of the arsenal at Onrust, captured five armed vessels, and destroyed twenty-two sail of merchantmen.

One of the above prizes, a brig pierced for 16 guns, and just launched, was immediately afterwards manned, armed, and equipped, by order of Captain Ball, the senior officer, who

* See Memoir of Captain FRANCIS MASON, C. B.

† Dædalus 32, Captain Henry Lidgbird Ball; Braave 40, Captain Thomas Alexander; and Sybille 40, Captain Charles Adam.

named her the Admiral Rainier, and placed her under the command of Lieutenant Dobbie, whose activity during the blockade gave great annoyance to the enemy. On one occasion he was sent up the Carawang river, with seven armed boats of the squadron, to destroy a dépôt of grain; which he fully accomplished after a contest of two hours with eight proas stationed there to protect the public stores. Five of these vessels were either sunk or burnt; the others he carried off, together with the commandant's yacht, and three large proas laden with coffee; all the public stores, &c. were likewise totally destroyed. On this service he was most gallantly supported by Lieutenant Joseph Corbyn of the Sybille, and Messrs. William Richard Smith and Robert Watts, of the Dædalus and Centurion: the latter gentleman was very badly wounded. On rejoining the squadron, Captain Ball was pleased to express his entire approbation of Lieutenant Dobbie's conduct *.

The Centurion and her consorts remained at anchor off Onrust until recalled at the request of the Governor-General of India, who had undertaken the Mahratta war, to the great disappointment of Vice-Admiral Rainier, that officer having received instructions from the Admiralty to prepare for an attack on Java. Whilst there a favorable negociation was entered into with the native princes of that island; and by the utmost vigilance the squadron was kept from the contagion of the endemic fever, so fatal to Europeans. At length, however, some soldiers of the 12th regiment breaking into a store and obtaining liquor, the disorder commenced with such destructive violence, that the ships when about to depart had scarcely strength to weigh their anchors. At this period Lieutenant Dobbie was ordered to resume his station as first of the Centurion.

In 1802, hostilities having ceased in consequence of the treaty of Amiens, Vice-Admiral Rainier hoisted his flag on board the Centurion, intending to return home in that ship with the last division of the India fleet; but on the 4th Dec. she narrowly

* The loss sustained by Lieutenant Dobbie's little flotilla was much less than might have been expected from the opposition he met with;—it consisted of only 2 killed and 6 wounded.

escaped foundering in a violent hurricane between Ceylon and Madras, and she sustained so much damage as to render her unfit for the voyage:—her masts went over the sides although not a stitch of canvas was set; her guns were obliged to be thrown overboard; and it was only by the greatest exertions that she could be kept afloat till the gale broke, she having at one time no less than 8 feet water in the hold: fortunately the dreadful tempest subsided as suddenly as it came on, after raging only a few hours. Lieutenant Dobbie, on this occasion, lost every thing he possessed but the cloathes on his back, by a sea pooping the ship and completely clearing his cabin *!

In consequence of this disaster, the Centurion proceeded from Madras to Bombay, for the purpose of being docked and new masted. On her arrival there, the Governor requested Vice-Admiral Rainier to send a force against the northern pirates on the Guzzurat coast, who had lately committed great depredations on the trade of that part of India. Captain James Giles Vashon, of the Fox frigate, was accordingly sent on that service, having under his orders the Teignmouth and Ternate brigs, each mounting 18 guns, and one armed pattamar. The brigs belonged to the East India Company, but were manned from the Arrogant 74, and commanded, the former by the acting Captain of that ship, and the latter by Lieutenant Dobbie.

On the 26th Feb. 1803, this little armament arrived off Baite Island, the principal rendezvous of the pirates. During that and the following day Captain Vashon and the subject of this memoir employed themselves sounding to find a passage into the harbour. On the 28th, the brigs and pattamar sailed in, Lieutenant Dobbie leading, and anchored within 400 yards of the fort, which they soon silenced, together with three other small batteries. This service being performed, a landing was effected under the personal directions of Captain Vashon, who succeeded in burning twenty-two armed pattamars which had been hauled on shore. At high water the next day seven more vessels of the same description and one brig were also

* Vice-Admiral Rainier was then on shore at Madras.

destroyed close to the walls of the fort, under a very heavy fire. This service was most handsomely performed, with the loss of only 1 killed and 13 wounded: among the latter was Mr. (now Captain) Peter Rainier, who had volunteered to accompany Lieutenant Dobbie.

It would have been fortunate for the British, had their operations terminated here; but, unluckily, the commodore deemed it practicable to storm the fort, and accordingly landed again for that purpose, at the head of 220 seamen and marines, with two field-pieces; the different divisions commanded by Lieutenants Dobbie, Anderson, Davies, Flint, and Collier *. This daring attempt was made on the 19th Mar., and ended in the discomfiture of the assailants, who were obliged to retreat with the loss of 40 men killed and wounded. The two brigs having joined in the attack, were likewise much cut up, particularly the Teignmouth, which vessel had unfortunately grounded end on to the fort.

Among the severely wounded on this occasion were Lieutenants Dobbie and Davies, the former of whom received a musket-ball in the breast, but which was happily extracted from under the shoulder bone. Captain Vashon was also wounded in a similar manner; and to his misfortune the ball could not be removed, in consequence of which his death was ultimately hastened †.

After repairing the Ternate's damages, Lieutenant Dobbie returned to Bombay with Captain Vashon's despatches and the wounded men of the squadron. On his arrival he found that Vice-Admiral Rainier had promoted him, during his absence, to the rank of Commander, and appointed him *pro tempore*, to the Wilhelmina frigate, in which ship he continued till May 1803, when he resigned her to the late gallant Captain

* Mr. Edward Collier, acting Lieutenant of the Arrogant, but lent to the Teignmouth. He had been recently promoted from the Centurion for his great exertions during the late hurricane. His name appears among the Post-Captains of 1814.

† The fort was situated about 30 yards above high water mark; its walls were 40 feet high, and appeared well built of stone and chunam. The island of Baite at that time maintained about 2000 fighting men.

Henry Lambert, and succeeded that officer as Governor of the Naval Hospital at Madras. We should here observe, that the zealous conduct of Captain Vashon's detachment during the late expedition was acknowledged in warm terms by the Governor and Council of Bombay.

About this period, accounts were received in India of the angry discussions between Great Britain and France, respecting Malta, &c., and that a garrison for Pondicherry would leave Brest at a certain time. Vice-Admiral Rainier, in consequence of this intelligence, hastened round from Bombay to the Coromandel coast, where he arrived in time to prevent the French troops under General de Caen from obtaining possession of that fortress, which he would not allow to be delivered up until farther advices came from Europe. Much chagrined at their disappointment, the General and his naval colleague, Mons. Linois, returned to the Isle of France, where they received official despatches from the First Consul, acquainting them that hostilities had recommenced, and containing instructions for their guidance. In conformity thereto, Rear-Admiral Linois immediately sailed for the Eastern Seas and made an attack on Bencoolen, in the island of Sumatra, where he burnt three store-houses filled with spice, rice, and opium, captured three valuable prizes, and caused the destruction of eight other merchant vessels.

The French Admiral's proceedings were reported at Madras in Feb. 1804, and it was naturally supposed that his ultimate object was to intercept the homeward bound China fleet. The Albion, Sceptre, and Russel, third rates, had recently arrived from England, and Captain Ferrier, the senior officer, was extremely anxious to go in pursuit of the enemy; but experienced some little difficulty, there being no person on board either of the ships at all acquainted with the intricate navigation of the Eastern Seas. To obviate this difficulty, Captain Dobbie immediately volunteered his services which were thankfully accepted, and the Albion and Sceptre sailed the same night, proceeding to the straits of Malacca, where they fell in with the valuable fleet under Captain Dance, ten days

after that gentleman's rencontre with Linois, the particulars of which will be given in another part of this work *.

The pursuit of the French squadron being abandoned by Captain Ferrier, in order to afford protection to a fleet of such great national importance, Captain Dobbie returned to Madras in a country ship, and resumed the government of the naval hospital, after an absence of two months.

Previous to Vice-Admiral Rainier's departure from India, in Mar. 1805, he appointed the subject of this memoir to the Arrogant, guard-ship and sheer-hulk at Bombay, where the Fox was at that time undergoing a thorough repair. On Captain Dobbie's arrival there, he was ordered by Sir Edward Pellew, the new commander-in-chief, to superintend the repairs of that frigate, as also her subsequent equipment; and for the latter purpose 100 sailors, impressed from a fleet of Indiamen, were placed under his command. On the 26th Sept. she was hauled out of dock and commissioned by him, agreeable to an order sent by Sir Edward from Madras, directing him to act as captain of her.

A few days afterwards accounts arrived of the noted French privateer Bellone being on the coast. Captain Dobbie immediately applied to the government for a party of soldiers to do duty as marines, and offered to go in pursuit of the enemy. After some delay his request was complied with, and a party of native militia, commanded by civilians in the Company's service (volunteers on this occasion), embarked on board the Fox. He also transferred the warrant officers and one master's-mate of the Arrogant to his frigate; and thus manned, without one commissioned officer, he put to sea on the 14th Oct. and continued cruising on the Malabar coast till the end of Nov., without meeting the object of his search, but at the same time feeling a grateful conviction that the enemy had been prevented by his zeal and activity from committing any further depredations in that quarter †. He had likewise the

* See Captain ROBERT MEYRICK FOWLER.

† The Bellone was captured in July 1806, by the Powerful 74;—see Vol. I. p. 642. She was afterwards the Blanche, a 28-gun frigate, in H. M. navy.

satisfaction of finding that his conduct was approved by the commander-in-chief, whom he had apprised of his intended proceedings. The following is an extract from a letter addressed to him by Sir Edward Pellew, dated at Trincomalee, Nov. 4, 1805:

"I have much satisfaction in expressing my entire approbation of the manner in which you have conducted that part of the public service committed to your charge, as well as the zeal and attention you have shown to those objects to which your letter bears reference."

On his return from the above cruise, Captain Dobbie was entrusted by the Bombay government with the command of a flotilla fitted out to chastise the same piratical powers he had been employed against in Feb. and Mar. 1803. The force placed under his orders consisted of one mortar-vessel, two schooners, and twelve pattamars, with which he sailed on the 1st Dec., the Fox still without any commissioned officers, and fully succeeded in all the objects of the expedition, but not before he had bombarded the fortified town of Dwarka, set it twice on fire, and laid the greater part in ruins *. Among the property rescued by him on this occasion was a valuable cargo of elephants' teeth, rhinoceros' horns, hides, &c. and a sum of 12,600 rupees paid by the Rajah of Dwarka as compensation for three vessels which had been taken and plundered by his lawless dependants. We here subjoin the copy of a letter which was afterwards transmitted to Captain Dobbie through Sir Edward Pellew:

"*Bombay Castle, Jan.* 12, 1806.

"Sir,—In acknowledging the receipt of your letters dated the 19th and 27th Dec., and 10th instant †, I am directed to signify to you that the Governor in council has great satisfaction in expressing his entire approbation of your proceedings during your late expedition against the pirates of Baite, Dwarka, &c., the salutary impression of which on these depredators cannot fail to be productive of material advantage to the general trade and navigation on this side of India. I have the honor to be, &c.

(Signed) "F. WARDEN, *Sec. to Govt.*"

"*To Captain W. H. Dobbie, R. N.* ‡"

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* Dwarka, in which town the famous temple of Jigatt is situated, maintained about 1500 armed men.

† See Nav. Chron. Vol. XVI, pp. 143—149.

‡ The Court of Directors of the Hon. E. I. Company presented Captain

When the Fox arrived at Bombay, the Hon. Captain Cochrane, whom Sir Edward Pellew had appointed to command her, was there, and consequently superseded the subject of this memoir, who again returned to the Arrogant. In Sept. following, Captain Dobbie had the satisfaction to learn that the Admiralty had confirmed him in the command of the Fox, by a post commission, dated May 6, 1806; but soon after he heard, with much concern, that the commander-in-chief had taken great offence at his sending his acting order to be presented at the Board. When he received that order some ships were about to sail for England, which opportunity he must have lost (and another might not have occurred for months) had he waited to ask permission; and it never once entered his mind that the Admiral would object to it: besides which, it unfortunately happened that in the order itself, the orders that accompanied it, and also in a note from Sir Edward Pellew under the same cover, there was no mention whatever of his having appointed, or even of his intention to appoint, any other officer to command the Fox, all which tended to confirm Captain Dobbie in the erroneous idea that Sir Edward intended to give him the vacancy. He valued the Admiral's good opinion very highly, and felt a corresponding degree of concern at falling under his displeasure; but every effort that he made to dissipate it was unfortunately without success.

By some extraordinary accident, the Admiralty commission for the Fox did not reach Captain Dobbie during his continuance under Sir Edward Pellew's command. Captain the Hon. A. Maitland being appointed by their Lordships to command the Arrogant, he resigned her to that officer in the spring of 1807, took his final departure from India in Aug. following, and landed at Portsmouth on the 1st Jan. 1808, after an absence of *eighteen* years from his native country.

In the summer of 1809, Captain Dobbie was appointed *pro*

Dobbie with 100 guineas for the purchase of a piece of plate, as an acknowledgment of their sense of his services on the above expedition. He also received 250*l.* from the Patriotic Fund, in consequence of his being so badly wounded at Baite in Mar. 1803.

tempore to the Pallas frigate, and proceeded in her to Walcheren with the grand expedition under Lord Chatham and Sir Richard J. Strachan, the latter of whom reported him as having been "particularly attentive to the public service" during the short time that elapsed previous to his being superseded by Captain G. F. Seymour, for whom he had been acting.

Captain Dobbie's next appointment was, in the spring of 1814, to the Ethalion 42, in which frigate he served on the coast of Ireland, until ordered to be paid off in Sept. 1815. On the 15th Jan. in the following year, he was appointed to the Pactolus 46, fitting for the Halifax station, from whence he returned previous to the expiration of the usual term of service in peace, the dry rot having rendered his ship unserviceable. She was put out of commission in Aug. 1817, and Captain Dobbie has not since been professionally employed. We have already intimated that he holds a commission of the peace, and a Deputy Lieutenancy for the county of Essex.

The officer of whose long and arduous services we have now given an outline, married, Aug. 8, 1808, Agatha Shedden, third daughter of Bartlet Goodrich, of Saling Grove, Essex, Esq. and has a family of eleven sons and daughters. His only brother, George Dobbie, Esq. was educated for the medical profession, and joined the 75th regiment, in 1793. He served about eighteen months in India, and there fell a victim to the climate.

Agents.—Messrs. Goode and Clarke.

WILLIAM FURLONG WISE, Esq.

A Companion of the Most Honorable Military Order of the Bath:

Son of George F. Wise, of Woolston, near Kingsbridge, co. Devon, Esq. by Jane, sister to the late Vice-Admiral James Richard Dacres.

This officer was born at Woolston, Aug. 21, 1784; entered

the naval service Feb. 7, 1797; obtained the rank of Lieutenant May 1, 1804; was made a Commander, into the Elk sloop of war, Nov. 1, 1805; and posted into the Mediator 44, on the Jamaica station, May 18, 1806. A gallant exploit performed by a detachment of seamen and marines under his directions, at Samana, in Feb. 1807, has already been described at p. 973 of our second volume.

From this period we lose sight of Captain Wise, until his appointment to the Granicus frigate, in 1813. On the 2d Dec. 1814, he captured the Leo, American privateer, of 6 guns and 76 men, near Cape Sparte'.

Captain Wise was re-appointed to the Granicus, Oct. 27, 1815; his dashing conduct at the battle of Algiers is thus handsomely noticed by a contemporary writer:—

"The Granicus and Hebrus frigates, and the smaller vessels (except the bombs) being considered in the light of a corps-de-reserve, had not had any particular stations assigned to them, but were to bring up abreast of any openings they could find in the line of battle. Impelled onward by the ardent desire of filling the first of these openings, the Hebrus got becalmed by the heavy cannonade, and was obliged to anchor a little without the line, on the Queen Charlotte's larboard quarter. The Granicus, finding herself shooting fast ahead, hove to, with the intention of waiting until her companions had taken their stations. As, owing to the dense smoke which prevailed, nothing beyond the distance of a cable's length could be seen, except the Queen Charlotte's mast-head flag, Captain Wise allowed 10 minutes to elapse for the ships to anchor. The Granicus then filled, let fall her fore-sail, set top-gallant-sails, and, soon gaining fresh way, steered straight for a beacon that, phœnix-like, seemed to live in the hottest of the fire. With a display of intrepidity and of seamanship alike unsurpassed, Captain Wise anchored his frigate in a space scarcely exceeding her own length between the Queen Charlotte and Superb; a station of which a three-decked line-of-battle ship might justly have been proud*."

The Granicus, on this brilliant occasion, sustained a loss of 16 killed and 42 wounded; amongst the latter were Lieutenant Henry Augustus Perkins, and Messrs. Lewis Dunbar Mitchell, Lewis Tobias Jones, George R. Glennie, and Dacres Furlong Wise, Midshipmen. On the second day after the battle, the following correspondence took place between her crew and the Superb's:—

* James's *Nav. Hist.* 2d. edit. Vol. VI, p. 578. *et seq.*

"The ship's company of the *little frigate* that had the honour to lay between the Queen Charlotte and Superb, on the glorious 27th of August, 1816, beg leave to express their high admiration of the noble fire kept up by these ships on that glorious day, by which, in a great measure, the enemy's fire was drawn from his Majesty's ship Granicus."

Superb's Answer.

"The ship's company of the Superb returns their many thanks to the ship's company of the *little frigate*, for the high compliment they have been pleased to pay them, and have only to hope that should they ever again go into action, they may have a Granicus to support them."

Captain Wise was nominated a C. B. Sept. 21, 1816, and appointed to the Spartan frigate, Jan. 6, 1818.

In the course of the latter year, the Genoese ship Misericordia having been plundered by the Algerines of considerable property, and the Genoese Vice-Consul treated with great indignity, previous to his being dismissed, a complaint was made to the British government of this violation of the treaty which had been concluded by Lord Exmouth. On this representation, the Spartan was despatched from England to demand an explanation, and to remonstrate against these violent proceedings. Captain Wise appears to have been completely successful in the object of his mission. Immediately on his arrival at Algiers, he entered, in conjunction with H. M. Consul, into a negociation with the Dey, the result of which was, the payment of 35,000 dollars as a compensation for the property plundered on board the Misericordia, and an unqualified disavowal, on the part of the reigning Dey, of the act of his predecessor (who died of the plague, Mar. 1, 1818) in sending away the representative of his Sardinian Majesty.

In 1819, the Spartan visited Madeira, Dominica, Vera Cruz, Jamaica, Barbadoes, and Halifax; in July 1820, she conveyed Lord Combermere from Barbadoes to England; and we subsequently find her proceeding to the Havannah, Charlestown, and New York; from whence she returned to England, for the purpose of being paid off, in Jan. 1821*.

The subject of this sketch married, June 16, 1810, Fanny, only daughter of W. Grenfell, Esq.

* Captain Wise conveyed 2,000,000 dollars from Vera Cruz to Jamaica, and 500,000 from the Havannah to Charlestown, besides bringing smaller sums from Barbadoes and New York to England.

EDMUND BOGER, Esq.

This officer first went to sea, as a Midshipman on board the Porcupine 24, commanded by Captain (now Sir George) Martin, in 1789; from which period he was never a single day out of active employment until he came on shore with the rank of Post-Captain, in 1806.

The first action in which Mr. Boger bore a part, was that between the British and French fleets, near Genoa, Mar. 14, 1795, an account of which will be found at p. 340 of our first volume. Immediately after that event he was promoted from Vice-Admiral Hotham's flag-ship [the Britannia of 100 guns*], into the Inconstant frigate, commanded by the late Sir Thomas Francis Freemantle, the friend of Nelson, and his companion in many brilliant enterprises.

In Aug. 1795, the Inconstant was employed co-operating with the Austro-Sardinian forces in an attempt to expel the French army from the Genoese territory; and on the 26th of that month, Lieutenant Boger assisted at the capture of la Resolu corvette, of 10 guns and 87 men, three other armed vessels, and seven transports, five of which were laden with shells, ammunition, provisions, and wine, for the use of the enemy's troops at Allassio, and other places in the vicinity of Vado. Two barks laden with gunpowder and provisions were also destroyed at the same time by the boats of the Inconstant and other ships composing Nelson's squadron.

On the 20th April, 1796, the Inconstant, then off Tunis, captured l'Unité French national ship, of 34 guns and 218 men.

About this period, our affairs in the Mediterranean began to wear a most unpromising aspect. Genoa, no longer able to preserve even the appearance of neutrality, was obliged to shut her ports against the enemies of France; and the near approach of the republican army to Leghorn (in June) rendered the speedy removal of the British residents and their property an object of immediate importance. The performance of this service fell to the lot of the Inconstant; and

* See Vol. I, p. 109.

such strenuous exertions were made by her officers and crew, assisted by those of two or three store-ships, that twenty-three sail of English merchantmen and fourteen Tuscan vessels were loaded with valuable effects, and removed out of the mole; every person who wished to quit the city was safely embarked, and a large supply of bullocks for the fleet brought off, in less than 48 hours from the commencement of their arduous undertaking. Scarcely was this important service accomplished, when General Buonaparte entered Leghorn, manned the batteries, and opened a heavy fire on the Inconstant; but fortunately she escaped without sustaining any loss or damage, as did also the only merchant vessel that was then remaining with her in the roads. The property thus rescued from the enemy's grasp, was safely escorted to St. Fiorenzo bay, by a small squadron under the orders of Captain Lord Garlies, now Earl of Galloway.

A few days after the flight of our merchants from Leghorn, Lieutenant Boger assisted in taking possession of Porto Ferrajo, which measure was adopted in consequence of Buonaparte's unjustifiable occupation of Tuscany, and the probability that our forces would soon find it necessary to withdraw from that General's native island*.

We subsequently find Lieutenant Boger commanding a detachment of men landed to assist at the siege of Castiglione; the manner in which he conducted himself whilst employed on that service will be seen by the following extract from Captain Freemantle's official letter to Admiral Sir John Jervis:

"Colonel (David Douglas) Wemyss†, who commanded the expedition," (sent to open a communication with the Austrian army under Marshal Wurmser, and to oblige the French to fall back upon Leghorn) "speaks in the highest praise of Lieutenant Boger, of the Inconstant, who commanded the marines and seamen landed, and who pointed every gun that was fired, with great judgment and precision; and I feel happy in the opportunity it affords me of bearing testimony to the assiduity and attention shewn by

* See Vol. I. p. 254.

† Now a full General, and Governor of Tynmouth.

him, by Mr. Allen the Master, Mr. Jolliffe, Midshipman, and all the seamen and marines who were employed on shore."

Lieutenant Boger was afterwards appointed to the Triton frigate, commanded by Captain (now Sir John) Gore, under whom he served for about two years. During the Egyptian campaign, we find him commanding the Cruélle cutter, in which vessel he covered the right flank of the boats employed landing our troops in Aboukir bay, Mar. 8, 1801*; and was afterwards very actively employed until the fall of Alexandria, when he received a gold medal from the Grand Seignior, in common with numerous other officers.

Immediately after his return from the Mediterranean, Lieutenant Boger proceeded to Jamaica, and joined the flag-ship of Sir John T. Duckworth, by whom he was made a Commander, into the Echo sloop of war, Jan. 27, 1803.

Early in 1804, Captain Boger escorted nine merchant ships from the bay of Honduras to Jamaica. When running through the gulph of Florida, he received intelligence from a vessel which had recently left the Havannah, that 2000 troops were on the eve of sailing from thence, destined against New Providence. At day-light the following morning, he discovered the enemy's armament about six miles to windward, and soon ascertained that the transports were protected by a French 20-gun corvette and two national brigs, each mounting 18 guns, the Havannah then distant only four miles. Perceiving the corvette bear up, and being sensible that his charge could only be preserved by stratagem, Captain Boger ordered the convoy to close round the largest and most warlike looking ship, which he had previously authorized to wear a pendant, and then immediately made sail towards the enemy, who were thereby led to believe that he was sent to reconnoitre. This ruse-de-guerre had the desired effect; the French commodore lost no time in rejoining his consorts, and the whole retreated with such precipitation, that the Echo not only saved her own valuable charge, but was also enabled to cut off and capture a transport, with 300 troops on board, which prize she conducted in triumph to Port-Royal.

* See Vol. I. note † at p. 259 *et seq.*

Having noticed Captain Boger's spirited and judicious conduct on this occasion, it may not be amiss to state, that the enemy were afterwards completely dispersed during a heavy gale of wind; that the corvette, l'Africaine, being obliged to run for Charlestown, was wrecked on the bar, and every one of her crew perished; that one of the 18-gun brigs went on shore at the back of the Bahamas, where she was also totally lost; and that the other vessels composing the armament were never afterwards heard of, from which circumstance it may reasonably be inferred that they likewise met with an equally disastrous fate.

On the 1st Oct. 1804, Captain Boger captured the Hazard French privateer, of 16 guns and 50 men. His next appointment was to le Bráve 74, one of the prizes taken by Sir John T. Duckworth's squadron, off St. Domingo, in Feb. 1806. The manner in which that ship was lost will be seen by reference to p. 594, of our first volume.

Captain Boger was advanced to post rank, May 22, 1806. In 1809, he commanded the Norge 74, on the Lisbon station; and in 1815, he was appointed flag-captain to Sir Edward Thornbrough, commander-in-chief at Portsmouth, where he continued during the customary period of three years, successively commanding the Prince 98, and Queen Charlotte of 108 guns.

Agents.—Messrs. Goode and Clarke.

WILLIAM JONES LYE, Esq.

Was made a Lieutenant in 1802, and advanced to post rank May 22, 1806. He subsequently commanded the Bombay, Terpsichore, and Doris frigates, on the East India station. In the former ship he captured the Jaseur French national brig, of 12 guns and 55 men, July 10, 1807; and in the latter he assisted at the reduction of the Isles of France and Java, Dec. 1810, and Sept. 1811. The Doris returned home with Commodore Broughton, in Nov. 1812.

GEORGE FRANCIS SEYMOUR, Esq.

A Companion of the Most Honorable Military Order of the Bath; and Serjeant-at-Arms to the House of Lords.

THE family of Seymour appeared in the navy so early as the reign of Edward VI. When Edward, Earl of Hertford, uncle to the young king, was declared protector, and created Duke of Somerset, his brother, Sir Thomas Seymour, was made Baron of Sudley, and raised to the station of Lord High Admiral, on the resignation of Viscount Lisle, Earl of Warwick. They are descended from the St. Maurs, who came to England with William the Conqueror; and by corruption of speech they were first called Seymour about the time of Edward III.

Lord HUGH SEYMOUR, (father of Captain GeorgeFrancis Seymour) was the fifth son of Francis, first Marquis of Hertford, by Lady Isabella, youngest daughter of Charles, second Duke of Grafton. His lordship was born April 29, 1759; entered the naval service when only eleven years of age; obtained the rank of post-captain in 1779; and established his character as a brave officer and skilful seaman, when commanding the Latona frigate, at the relief of Gibraltar, in 1782. During the ensuing peace he formed an intimacy with his present Majesty, to whom he afterwards bequeathed his sword, which is still carefully preserved in the royal armoury. Lord Hugh commanded the Leviathan 74, at the occupation of Toulon, 1793; and bore a very distinguished part in the memorable battles of May 28 and 29, and June 1, 1794; his conduct on the two former days is thus noticed by Earl Howe, in a supplementary official letter, dated June 21:—

"The quick approach of night" (May 28) "only allowed me to observe, that Lord Hugh Seymour in the Leviathan, with equal good judgment and determined courage, pushed up alongside of the French three-decked ship" (Revolutionnaire of 110 guns) "and was supported by Captain Parker, of the Audacious, in the most spirited manner. I have since learnt that the Leviathan stretched on farther a-head, for bringing the second ship from the enemy's rear to action, as soon as her former station could be occupied by a succeeding British ship." Respecting the Leviathan, on the ensuing day, his lordship adds, "the Queen Charlotte was therefore immediately tacked, and, followed by the Bellerophon, her second astern, and soon after joined by the Leviathan, passed through in action, between the fifth and sixth ships in the rear of the enemy's line."

It is but justice to the memory of Lord Hugh Seymour and to the superior officers of the Leviathan, to state a fact in this place which has hitherto escaped the notice of every naval historian.

On the evening of May 28, when the Bellerophon's main cap was upset by a shot, and she was consequently obliged to take in her main-top-sail, the Leviathan ran between her and the Revolutionnaire, which immense ship she engaged singly for about an hour before the Audacious came up, and obliged Lord Hugh to shoot a-head, and content himself with engaging a two-decker. The Leviathan continued close to the rear of the enemy's line, occasionally shewing lights over her ice-quarter to the British fleet, during the whole of the ensuing night. On the following day, when passing close to the Queen Charlotte, she was cheered by Earl Howe and Sir Roger Curtis, his first captain, both of whom were standing in the stern gallery, waving their hats over their heads, when the Leviathan's gallant crew manned the rigging in order to salute their veteran and noble chief.

On the glorious first of June, Lord Hugh Seymour engaged and effectually silenced l'Amerique 74, bearing a commodore's broad pendant; but was prevented from taking possession of her in consequence of the signal being made "to close round the Queen Charlotte." During the different actions, the Leviathan had 10 killed and 33 wounded. The names of the Lieutenants who fought under Lord Hugh Seymour, were Robert Larkan, now a Captain of the Royal Hospital at Greenwich; Samuel George Warner and John Seater, since deceased*; Cornelius Quinton, made a Post-Captain in 1802; and Francis John Nott, a Captain of 1810.

Lord Hugh Seymour was advanced to the rank of Rear-Admiral, June 1, 1795; and on the 23rd of the same month, we find him assisting at the capture of three French line-of-battle ships near l'Orient. On that occasion the Sans Pareil, bearing his lordship's flag, had 10 killed and 2 wounded; one of the latter was Lieutenant Nott, the other Mr. Richard Spencer, Midshipman, now a Captain, and C. B.

From this period Lord Hugh was almost constantly and actively employed afloat until his lamented demise, Sept. 11, 1801†. An officer who had long served under him says, that "his lordship possessed a suavity of manners to his inferiors that conciliated their esteem, but at the same time an air of dignity that precluded familiarity. His zeal for the service was unremitting; his attention to his men impartial and uniform; as a patron, his discernment raised many officers in the service, who must otherwise have been lost in obscure stations. He possessed not only the spirit of a seaman, but his mildness; and he was justly placed by professional men among the best officers in the navy." Sir *Charles V. Penrose* informs us that "the noble Admiral's heart was as humane as his professional skill was eminent; and that, although ardent in the feelings of honorable ambi-

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* Captain John Seater, of the Mediator 44, died in 1806. His meritorious conduct on different occasions obtained him post rank, although he commenced his naval career in the most subordinate capacity.

† See Vol. II. Part II., note at p. 503.

tion, and, of course, desirous of enlarged command, the greatest pleasure he derived from his promotion to a flag, was the thought that it relieved him from superintending punishment at the gang-way*." Another officer, who was with Lord Hugh Seymour at the time of his death, describes him as "an accomplished gentleman, a zealous gallant officer, a fond and affectionate husband and father, and *a sincere friend*." "In no man," says he, "was ever more conspicuous the dignity of high birth, or the true consequence of an elevated situation; yet such was the conciliating manner and elegant grace which accompanied his words and actions, that as he never rose too high on professional, so he never sank too low on convivial occasions. His ambition was confined within the most just bounds; he sought honor only by truly honorable means, and he was governed at all times by principles of genuine rectitude." Lord Hugh was successively elected M. P. for Newport, in Cornwall; for Tregony, Wendover, and Portsmouth. Although his flag was never struck but for a short period, his name appears as a Lord of the Admiralty, from Mar. 1795 until the latter end of 1798.

The subject of the following sketch is the eldest son of Lord Hugh Seymour, by Anne Horatia, daughter of Maria Duchess of Gloucester, by her first husband, James Earl of Waldegrave. He obtained the rank of Lieutenant in Feb. 1804, on which occasion he was appointed to the Donegal 74, on the Mediterranean station. We subsequently find him serving on board the Northumberland 74, and receiving a severe wound in the battle off St. Domingo†, immediately after which he was made a Commander into the Kingfisher sloop of war. His post commission, and appointment to the Aurora frigate, bears date July 29, 1806.

In the spring of 1808, Captain Seymour was removed into the Pallas 32, which ship formed part of the fleet under Lord Gambier at the destruction of four French two-deckers and a frigate, in Aix roads, April 12, 1809. She afterwards accompanied the expedition sent against Antwerp, under the command of Earl Chatham and Sir Richard J. Strachan, was present at the siege of Flushing, and bore a part in the subsequent operations against the enemy's forces in the Scheldt‡.

* "*Observations on Corporal Punishment*," by Vice-Admiral Sir C. V. PENROSE, K. C. B. p. 6.

† See Vol. I note at p. 262. N.B. Lieutenant Seymour is represented to have been "struck by a grape-shot, which penetrated his jaw, and carried away several teeth".

‡ See p. 150.

Captain Seymour's next appointment was to the Manilla, the loss of which frigate will be noticed in our memoir of Captain John Joyce, who had been appointed to her *pro tempore*, in the absence of her proper commander.

From this period, we find no mention of Captain Seymour until the ensuing summer (1812) when he obtained the command of the Fortunée 36. About Jan. 1813, he removed into the Leonidas, another ship of the same force; and on the 23d May following, captured the American privateer Paul Jones, of 16 guns and 85 men, 5 of whom were wounded by his fire during the chase.

Captain Seymour was nominated a C. B., June 4, 1815; and in the year 1818, his uncle, the late Marquis of Hertford, Lord Chamberlain of the King's Household, appointed him Serjeant-at-Arms to the House of Lords, an office vacant by the death of William Watson, Esq. F. R. S. He married, in 1811, Georgiana, second daughter of Admiral the Hon. George C. Berkeley, then commander-in-chief at Lisbon.

Agents.—Messrs. Cooke, Halford and Son.

HON. GEORGE POULETT.

Receiver-General of the Land and Assessed Taxes in Somersetshire.

Second son of John, 4th Earl Poulett, K. T. by Sophia, only daughter of the late Admiral Sir George Pocock, K. B., and brother to the present Earl.

This officer was born May 13, 1786; made a Lieutenant, April 3, 1804; advanced to the rank of Commander Oct. 12, 1805; and posted July 31, 1806. He subsequently commanded the Quebec frigate on the North Sea station.

Captain Poulett married, Dec. 9, 1811, Catherine Sophia, eldest daughter of Sir George Dallas, Bart.

HUGH COOK, Esq.

Entered the naval service as a Midshipman on board the Pégase 74, commanded by Captain Sir Samuel Marshall,

Knt. Oct. 22, 1784; and was made a Lieutenant into la Lutine sloop of war, on the Newfoundland station, Oct. 30, 1793.

Mr. Cook was subsequently appointed to the Prince 98, in which ship he witnessed the action off l'Orient, June 23, 1795*. We next find him proceeding to the West-Indies, as first Lieutenant of the Brunswick 74, bearing the flag of his first and principal naval patron, the late Sir Richard Rodney Bligh, G. C. B., by whom he was honored with the command of a detachment landed from the British squadron to defend the fort of Iroia, in Carcasse bay, St. Domingo, when besieged by a very numerous force, in 1797†.

From Feb. 24, 1798, until Oct. 3, in the same year, Lieutenant Cook successively commanded the Drake and Lark, sloops of war, but had the mortification to be superseded in each of those vessels by an officer of Sir Hyde Parker's selection. At the latter date, Rear-Admiral Bligh appointed him acting captain of the Brunswick, and he was allowed to continue as such until his patron removed into the Regulus frigate, for a passage to England, May 29, 1799; that excellent officer's recent promotion to the rank of Vice-Admiral, rendering his longer continuance, as second in command, on the Jamaica station, incompatible with the then existing naval regulations.

Lieutenant Cook's subsequent appointments were, May 29, 1799, to be first of the Regulus; Oct. 16, 1799, to command the Liberty brig, on the Jersey station; Oct. 28, 1803, to be Vice-Admiral Bligh's flag-lieutenant, at Leith; and Aug. 1, 1804, to be first of the Agamemnon 64; in which ship he continued until his promotion to the rank of Post-Captain, July 31, 1806.

It will be seen by reference to pp. 614, 778, and 779, of our first volume, that the Agamemnon bore a part in Sir Robert Calder's action, July 22, 1805; and that she was also engaged with the enemy off Trafalgar, and at St. Domingo, Oct. 21, 1805, and Feb. 6, 1806. We need not remind our

* See Vol. I. p. 100.

† See *Nav. Chron.* Vol. XX. pp. 5—7.

readers, that all the first Lieutenants of Nelson's fleet were promoted on the 24th Dec. 1805; but it is necessary for us to state, that Captain Cook was not superseded previous to the battle off Hispaniola, and that he was therefore advanced to post-rank as a reward for his services on the latter occasion.

In Mar. 1809, the subject of this sketch was selected by Rear-Admiral d'Auvergne (commonly called the Prince of Bouillon) to be his flag-captain, in the Diomede 50, on the Jersey station; and we have reason to believe that his gallant conduct in several skirmishes, when commanding the Liberty, under that officer's orders, was the sole cause of his receiving this appointment, as flattering as it appears to have been unexpected. We subsequently find Captain Cook conveying Vice-Admiral W. O'Brien Drury to the East Indies; and, in Mar. 1811, escorting seven of the Hon. Company's ships from Madras to St. Helena; where he received a very handsome letter from their commanders, thanking him in the warmest terms "for his great attention, and the skilful manner in which he conducted the convoy during an unusually tempestuous voyage."

JAMES HALDANE TAIT, Esq.

This officer is the sixth son of the late William Tait, Esq. a merchant of Glasgow, N. B., by Margaret, sister of Admiral Viscount Duncan, whose eminent services have already been briefly noticed in our memoir of his son, Captain the Hon. Henry Duncan, C. B. *

Mr. James H. Tait was born at Glasgow; and in 1783 we find him embarking as a Midshipman on board the Edgar of 74 guns, then commanded by his maternal uncle, and stationed at Spithead as a guard-ship. During the Spanish armament (1790) he was placed under the protection of the Hon. George Murray, with whom he served for some time

* See Vol. II. Part II. p. 979, *et seq.*

in the Defence, another third rate, and whose patronage he ever afterwards enjoyed.

The dispute with Spain being settled without proceeding to hostilities, Mr. Tait next entered into the merchant service, and made several voyages previous to the commencement of the French revolutionary war; at which latter period he again joined his valuable friend Commodore Murray, whose broad pendant was then flying on board the Duke of 98 guns, but subsequently removed into the Glory, a ship of similar force.

In April 1794, Commodore Murray being promoted to the rank of Rear-Admiral, and appointed commander-in-chief on the Halifax station, Mr. Tait followed that officer into the Resolution 74, from which ship he was soon after appointed by his patron to act as a Lieutenant on board the Thisbe 28: his commission, however, was not confirmed by the Admiralty until June 1796; previous to which he had been removed into the Cleopatra of 32 guns.

In the latter frigate, commanded successively by Captains Charles V. Penrose *, Charles Rowley, and Israel Pellew, Lieutenant Tait continued until Oct. 1797, when he joined the Venerable 74, at the particular request of his noble relative, Viscount Duncan, with whom he remained in that ship, and the Kent 74, until Jan. 1799, when he received a commission appointing him to the command of the Jane, an armed lugger, forming part of the force under his Lordship's orders.

The north coast of Scotland was at this time infested by numerous privateers; and the appearance of the Jane, sent thither to protect the trade, was at first productive of increased alarm, she being rigged in a similar manner to many of those marauders. Lieutenant Tait, however, with a laudable zeal, established a code of signals which had the effect of removing all uneasiness from the minds of those engaged in

* We are happy in this place to have an opportunity of correcting an error in our first volume. The Cleopatra, when assailed by a most furious hurricane, was commanded by Captain Penrose, whereas we have described her as having been under the command of Captain Pellew at that period. The Cleopatra brought Vice-Admiral Murray to England at the close of 1795, and subsequently formed part of the Western squadron, under Sir Edward Pellew, now Viscount Exmouth.

coasting vessels, and at the same time enabled the inhabitants of Redhead, Montrose, Aberdeen, Peterhead, Banff, and Cromartie, to point out the direction in which any enemy's cruiser might have proceeded after approaching either of those places during his absence. In addition to this service, he appears to have captured about fifty sail of French and Dutch vessels of different classes, and conducted himself, on all occasions, in so exemplary a manner as to call forth the thanks of the magistrates and town councils of Dundee, Aberdeen, and Banff, by whom he was presented with the freedom of those burghs, at a public dinner given to him previous to his recall from that station, and also recommended in strong terms to the Admiralty for promotion. His advancement to the rank of Commander took place April 29, 1802.

In June, 1803, Captain Tait was appointed to command a district of sea fencibles on the coast of Scotland; and in October following he obtained an appointment to the Volcano bomb, employed between Dungeness and Boulogne, in which vessel he continued until ordered to the East Indies, on promotion, at the close of 1804.

We next find Captain Tait commissioning and fitting out the Sir Francis Drake frigate, formerly a country ship, purchased at Bombay for his Majesty's service:—in her he remained from Oct. 1805 until Mar. 1806, when he removed into the Grampus, a 50-gun ship, then employed in India, and subsequently on the Cape of Good Hope station; from whence he returned home in the summer of 1809, bringing with him a large fleet of the Hon. Company's ships, and other traders, which he had taken under his protection at St. Helena. His post commission bears date Sept. 5, 1806; and shortly after his arrival in England he was presented by the Court of Directors with a handsome sum of money for the purchase of a piece of plate, and at the same time received a very gratifying letter, acknowledging the great attention he had paid to his charge during the passage.

The Grampus being paid off in consequence of her weak and defective state, Captain Tait did not receive another appointment until the close of the war with France, when he

assumed the temporary command of the Venus, rated at 36 guns. He subsequently commanded the Junon and Pique frigates, on the Jamaica station, but was obliged to resign the latter, on account of ill-health, in Mar. 1817, since which he has not been employed.

Agents.—Messrs. Maude.

GILBERT HEATHCOTE, Esq.

YOUNGEST son of Sir William Heathcote, Bart. by Frances, daughter and co-heiress of John Thorpe, of Embley, co. Hants, Esq.

This officer was born in 1779, made a Lieutenant in 1799, advanced to the rank of Commander in 1802, and posted Sept. 5, 1806. He had the misfortune to lose the Suffisante sloop of war, on Spike Island, Cork, during a heavy gale of wind, in Dec. 1803. Captain Heathcote married, 1809, Anne, daughter of Charles Syell, of Kinnardy, co. Angus, N. B., Esq.

Agents.—Messrs. Clementson.

WILLIAM BEAUCHAMP PROCTOR, Esq.

ELDEST son of Sir Thomas Beauchamp Proctor, Bart. by Mary, second daughter of Robert Palmer, of Sunning, co. Berks, Esq. was born at his father's seat, Langley Park, Norfolk, Oct. 14, 1781; and commenced his professional career, as a Midshipman, on board the Stag frigate, in Sept. 1794.

Previous to the completion of his fourteenth year, this officer was slightly wounded in an action with a Dutch frigate, the capture of which has been noticed in our memoir of his first commander, the present Sir Joseph Sydney Yorke*, K.C.B. with whom he continued, on very active service, until the early part of 1798, when he left the Stag in order to join Earl St. Vincent, commander-in-chief on the Mediterranean station; under whose auspices he completed his time as a Mid-

* See Vol. I. p. 438.

shipman on board the Flora frigate, commanded by Captain (now Commissioner) Middleton †.

Mr. Proctor next joined the flag-ship of Lord Keith, on promotion; and in Sept. 1800, he was made a Lieutenant into la Diane prize frigate, recently taken by the blockading squadron off Malta, in which we subsequently find him serving on the coast of Egypt, where he received the Turkish gold medal, in common with numerous other officers. His commission as a Commander bears date April 29, 1802.

On the renewal of hostilities, May 1803, Captain Proctor's early and stedfast patron, Earl St. Vincent, was pleased to appoint him to the Zebra bomb, in which vessel he was actively employed off Havre, under the orders of Captain (now Rear-Admiral) Oliver, who speaks highly of his conduct at the bombardment of that port, in July and Aug. 1804, as will be seen by reference to the official letters written on those occasions, both of which are given in our memoir of Captain John Sykes, at the commencement of this volume.

In the latter month, Captain Proctor was appointed to the Saracen, a new brig of the largest class, which vessel he commanded on the Channel station until Mar. 1805, when he joined the Hindostan 54, for a passage to India, being ordered thither on promotion.

In July, 1805, we find the subject of this sketch assuming the command of la Dédaigneuse frigate; but owing to the ministerial changes which took place before his appointment to her was known in England, he had the mortification not to be confirmed as a Post-Captain for nearly fourteen months from that period. His commission as such bears date Sept. 5, 1806.

Towards the latter end of 1808, an occurrence took place off the Isle of France, which we shall describe in the words of a contemporary writer, to whom we are indebted for part of our information on this subject.

After relating the movements of a French frigate, on her

† Whilst belonging to the Flora, Mr. Proctor was lent for short periods to the Alcmene and Minerve, two very active frigates, commanded by Captains Henry Digby and George Cockburn.

return from a very successful cruise in the Indian Ocean, and informing his readers that Captain Proctor was then stationed off the Isle of France, Mr. James says:

"On the 21st (Nov.), at sunset, the" (enemy's ship) "Sémillante was discovered from the mast-head of the Dédaigneuse, who immediately crowded all sail upon a wind in chase, with light airs. At about midnight the two frigates crossed each other on opposite tacks, and were not more than half a mile apart. As the Sémillante approached on the larboard tack, the Dédaigneuse fired two or three bow-chasers at her; and, on hearing the French frigate beat to quarters, the British frigate discharged her broadside as the guns would bear. Putting her helm a-lee, the Dédaigneuse then prepared to tack after her opponent; but, owing to the lightness of the wind, the ship would not come round. A quarter boat was lowered down to tow; and at length, by wearing, the Dédaigneuse got on the same tack as the enemy. In the mean time the Sémillante had greatly increased her distance. All sail was again set in chase; but, having lost a great deal of copper from her bottom, being very foul, and at best a bad working ship, the Dédaigneuse kept gradually dropping astern. Finding this to be the case, Captain Proctor, at about 5 P. M., shortened sail and hauled to the wind on the starboard tack. Very soon afterwards the Sémillante anchored in Port-Louis; and such vessels of her convoy" (all English prizes) "as did not enter with her, succeeded in gaining Rivière Noire."

La Dédaigneuse continued off the Isle of France until her water and provisions were nearly expended, when she proceeded to Madagascar, and from thence to Bombay.

"In the mean time," says Mr. James, "some insinuations, thrown out by a portion of his officers, had induced Captain Proctor to apply for a court martial on his conduct when in the presence of the Sémillante."

That was not the case—Captain Proctor applied for a court-martial in consequence of the commander-in-chief having expressed himself dissatisfied with his conduct.—Every officer belonging to la Dédaigneuse gave strong evidence in his favor—all the rest of Mr. James's statement is perfectly correct.

"The court sat on board the Culloden, in Bombay harbour, on the 27th Mar. 1809: and, after the fullest investigation, declared that the conduct of Captain Proctor appeared to have been marked by the greatest activity, zeal, and anxiety for the service; that the manœuvres of the Dédaigneuse, while in the presence of the enemy, were directed with judgment and skill, very honourable to Captain Proctor; and that the escape of the enemy's frigate resulted entirely from the bad sailing of the Dédaigneuse. An honourable acquittal of course followed; and the president of the court

returned Captain Proctor his sword, with a very handsome eulogium on his character"

Captain Proctor returned to England for the recovery of his health, in the autumn of 1809; since which period he has not been afloat. He married, May 19, 1812, Anne, eldest daughter of Thomas Gregory, Esq., and niece and heiress of Thomas Brograve, of Springfield Place, Essex, Esq.

Agents.—Messrs. Cooke, Halford, and Son.

CHARLES JAMES JOHNSTON, Esq.

First went to sea in the Savage sloop of war, commanded by the late Captain Richard R. Burgess *, and served on the Greenock station, under that officer and his successor, the present Vice-Admiral Alexander Fraser, from 1787 till 1790, when he joined the Formidable, a second rate, forming part of the Channel fleet, during the Russian armament; from which ship he was soon removed into the Scorpion sloop, Captain (now Sir Benjamin) Hallowell, whom he accompanied to the coast of Africa and the West Indies, and continued with for a period of two years. We subsequently find him serving, as Midshipman and Master's-Mate, in the Syren frigate, Stately of 64 guns, and Excellent 74, on the North Sea, Newfoundland, and Channel stations, until his promotion to the rank of Lieutenant, Feb. 26, 1795 †.

On this occasion, Mr. Johnston was appointed to the Ruby 64, Captain Henry Edwin Stanhope, in which ship he assisted at the reduction of the Cape of Good Hope, Sept. 16, 1795. After that conquest, he exchanged into the Arrogant 74, Captain Richard Lucas; and in her, we believe, he was present at the surrender of Columbo on the 15th Feb. 1796 ‡.

The first Lieutenant of the Arrogant having been mortally wounded in a severe action with six French frigates, near the

* See Vol. I. note * at p. 152.

† The Stately and Excellent were the flag-ships of the late Sir Richard King and Hon. William Cornwallis.

‡ See Vol. I. p. 47 *et seq.*, and note at p. 49 *et seq.*

island of Sumatra *, and the second being shortly afterwards invalided, Mr. Johnston became senior Lieutenant of that ship towards the close of 1796; and in that capacity he assisted at the capture and destruction of many armed vessels and valuable merchantmen, off Batavia, and in other parts of the Java seas †.

In July, 1800, Lieutenant Johnston joined the Suffolk 74, bearing the flag of the late Vice-Admiral Rainier, commander-in-chief on the East India station, from whom he subsequently received the following appointments, viz.—as acting Captain of the Dædalus frigate and Vulcan bomb, in 1801; as Governor of the Naval Hospital at Madras, and Commander of the Victor sloop, in 1802; and as acting Captain of the Trident 64 (then flag-ship), and Captain of la Dédaigneuse frigate, in 1804. His Admiralty commission as a Commander bears date Jan. 18, 1803.

On the 16th June 1805, Captain Johnston was removed by Sir Edward Pellew into the Cornwallis, of 50 guns and 335 men; which appointment was confirmed at home Sept. 5th, in the following year.

The Cornwallis was a very large teak-built frigate, recently purchased from the Hon. East India Company, in whose service she had been employed as a cruiser. When commissioned at Bombay, by Captain Johnston, she was considered the best specimen of the skill of Jemsatjee Bomanjee, the famous Parsee builder; and it was owing to every principle of strength having been considered in her construction, that she suffered little, except in spars, from three furious typhones, which she encountered during the same year, in the China seas.

In 1806, the Cornwallis was stationed off the Isle of France, and several times warmly engaged with the enemy's formidable batteries.

On the 11th Nov. in that year, Captain Johnston and his senior officer, the late Rear-Admiral Bingham, then com-

* See Vol. II. Part I. p. 328. *N. B. Errata* at ditto—line 2 from the top, *for* Ceylon *read* Acheen, in the island of Sumatra.

† The Arrogant was latterly commanded by Captain Edward Oliver Osborn.

manding the Sceptre 74, made a dash into St. Paul's bay, Isle Bourbon, and opened their fire upon the shipping there, consisting of the Sémillante, French frigate, three armed ships, and twelve sail of merchantmen, which had been captured from the British, and were then waiting for a favorable opportunity to stand over and enter Port Louis. Unfortunately the heavy cannonade soon hushed the little breeze there had been, and the two British ships could with difficulty manœuvre; as otherwise the action would, in all probability, have ended in the rescue of much valuable property, the Sémillante's prizes alone, eight in number, being valued at nearly a million and a half sterling. After this attack, the Cornwallis and her consort were obliged to repair to Madagascar for refreshments, their crews being greatly affected by scurvy.

On the 9th Feb. 1807, the Cornwallis sailed from Madras for the west coast of America; and she appears to have been the first regular man of war that ever passed between New Holland and Van Diemen's Land. After leaving Port Jackson, she went round the south end of New Zealand; and on the 16th May we find Captain Johnston discovering three islands, situated about 54 miles S. by E. from Chatham island. A journal kept on board the Cornwallis enables us to give the following outline of his subsequent proceedings:—

"June 14th, at noon, stood towards Masafuero, but no appearance of any sealers on it. Captain Johnston resolved to ascertain if it was in possession of the Spaniards, as had been reported at Port Jackson. At 5 P. M. the boat returned, having found only two American sealers, who had been on the island about nine months, and had seen but five sail during that time: one of them, they thought, appeared a Spanish brig of war. At 6 P. M. made sail for Juan Fernandez, in expectation of meeting some of the enemy's cruisers.

"June 16th, stood into Cumberland bay, but not a vessel or even a boat to be seen. This bay is on the N. E. side of the island, and about a mile long from point to point: the town and castle are on the west side of the bay.

"June 18th, while both officers and men were indulging themselves in golden dreams, an accident occurred which threatened to involve the whole in one general destruction. It seems that the gunner had deposited a quantity of blank musket-cartridges in his store-room, on the preceding day, after exercise, instead of returning them to the magazine, agreeably to the orders of his Captain; and, in the midst of these, one of the crew, while fitting a flint, snapped his lock, when the whole exploded with a hor-

rible crash. Several of the ship's company were killed, and many dreadfully burnt; the fore-cockpit was set on fire, and the decks forced up, for they fortunately presented less resistance than the bows; in 20 minutes, however, by great exertions, the ship was half water-logged, and by 9 P. M. the fire was totally extinguished.

"June 20th, made the land to the southward of Valparaiso—stood in to examine the bay. 23d, reconnoitred Coquimbo, but did not see a single vessel at anchor there. It fell calm when we were about 4 miles from the town; and, a heavy swell setting on the shore, we found it difficult to keep off with all the boats towing. Sounded in 80 fathoms, one mile from the beach.

"June 27th, anchored in Guasco bay, under American colours; armed the boats, and sent them with a division of small-arm men, under Lieutenant Barber, to procure cattle from the inhabitants; but should they refuse to supply us, to bring off whatever they could find. At 5 P. M. the boats returned with some sheep and poultry, forcibly obtained, the Chilians declining to supply any refreshments without permission from the governor of St. Jago, distant about thirty miles. Finding by the report of Lieutenant Barber that water might be obtained, though with difficulty, Captain Johnston was induced to attempt it, and we succeeded in obtaining 30 tons; but unfortunately lost a very promising young officer, Lieutenant Robson, who was drowned in the surf whilst attempting to swim a line ashore from the launch. The loss of this valuable officer was much regretted by Captain Johnston, who declared that he never knew any one that had the service more at heart than he had.

"July 2d, the inhabitants having taken away two empty butts during the absence of the watering party, and Lieutenant Barber having informed Captain Johnston that a quantity of copper was deposited near the beach, and guarded by some horsemen, an armed party proceeded to seize it, by way of retaliation. Having brought off 31 pigs, weighing 6,000lbs., and secured 2 Spanish soldiers, we weighed and made sail to the northward.

"July 8th, a small vessel from Arica was captured by the jolly-boat near Iquique, an island on the coast of Peru. From her, and two brigs which we took about the same time, a few hogs and some refreshments were obtained, which proved of great service, as the officers and ship's company had been on two-thirds allowance of all species, except spirits, ever since our departure from Port Jackson.

"July 13th, anchored off Elo; took possession of and destroyed the Rosalia, a ship of 375 tons, laden with earth—in the mean time one of our boats, under Lieutenant Crosby, boarded and sunk a brig in the offing, she having a similar cargo. On the following day Lieutenants Barber, Crosby, and Elton, landed with a detachment of seamen, and some soldiers commanded by Lieutenant Lane, 84th regiment, exchanged a few shot with the enemy, whom they very soon put to flight, and brought off a quantity of live stock for the use of the scorbutic patients.

"July 17th, got sight of two brigs at anchor under the fort of Pisco, and sent three boats, under the orders of Lieutenant Barber, to bring them out, which service was effected without any loss. They proved to be merchant vessels, one with a complete cargo of spirits, the other partly loaded with the same.

"July 19th, made sail for Lima; on the 22d took a brig in ballast, and received information that the enemy's naval force in these seas consisted of one 44-gun frigate, then on her return from Panama; four smaller ships of war, two gun-brigs, and several gun-vessels; the latter stationed at Lima and Guayaquil.

"July 25th, captured a brig in ballast; and on the 27th we took one of the enemy's gun-brigs, mounting 2 brass 18-pounders and 2 iron 4-pounders, with a complement of 37 men: whilst endeavouring to escape by sweeping she had 2 of her crew killed and 1 mortally wounded. This vessel Captain Johnston manned as a tender, and placed her under the command of Lieutenant Elton.

"July 28th, got sight of a ship at anchor off Patabilco; anchored, and sent the boats under Lieutenants Barber and Crosby, to take possession of her. She proved to be the Atlantic, of 300 tons, formerly an English whaler, and now mounting 13 brass 8-pounders, 4 iron guns of the same calibre, and 2 swivels, but with an incomplete cargo.

"Aug. 1st, in Truxillo roads, captured the ship Pegasus, 250 tons, laden with spirits, sugar, and rice; on the following day destroyed a brig, the crew of which had run her on shore at Pacasmayo to prevent her falling into our possession.

"Aug. 4th, sent the prize gun-brig and our boats, the whole under the orders of Lieutenant Barber, into Port Paita, where they destroyed one schooner and four other small vessels.

"Aug. 7th, anchored off Puna Island, and next morning took a small brig, loaded with cocoa-nuts and spars, bound to Guayaquil. On the 9th, Lieutenants Barber and Crosby cut out two cutter-rigged gun-vessels, one mounting a brass 24-pounder, the other an iron 12-pounder, and each manned with 36 men; this capture afforded the crew of the Cornwallis a very desirable treat, as five bullocks were found on board the prizes, and they, the sick excepted, had not tasted fresh meat since leaving Port Jackson, a period of 107 days.

"Aug. 10th, captured a brig from Guayaquil bound to Panama; cargo, bale goods, flour, and potatoes, the latter particularly acceptable. Whilst at anchor off Puna, we took several small vessels, but they were of little value.

"Aug. 15th, Captain Johnston wrote to the Governor of Guayaquil, informing him that he had liberated the 72 officers and men belonging to the prize gun-vessels, on their parole; also allowed 340 subjects of Spain to go on shore at different times since his arrival in the South Seas, and requesting that the total number might be carried to the general account

whenever an exchange of prisoners should be agreed upon between the two nations.

"Aug. 17th, stood into St. Helena bay and took a small vessel loaded with timber. 19th, captured a brig from Panama, having on board a quantity of tar-wax, and some bale goods of English manufacture. 28th, anchored at the entrance of the gulf of Panama; and on the 31st brought up off Tobago, an island a few leagues distant from that port. Whilst here we made a forced landing, killed and wounded several Spanish soldiers, disarmed the whole force sent from Panama to oppose us, captured several boats loaded with cheese, jug-beef, &c., completed our water to 208 tons, and obtained a plentiful supply of fresh meat, poultry, and vegetables, which articles were to us of the highest value. Whilst at Tobago we destroyed the prize gun-brig, she being only calculated for light winds and smooth water, consequently not adequate to the voyage which we had still to perform.

"Sept. 4th, took our departure from Tobago, Captain Johnston determining to run down the coasts of New Spain and Mexico as far as Acapulco and St. Blas; but owing to unaccountable currents and light variable winds, we did not get to the westward of the gulf of Panama until the 25th.

"Nov. 1st, arrived off Acapulco; and on the 10th shaped our course for the Sandwich Islands. Dec. 2nd, anchored in Karakakooa bay; obtained there a plentiful supply of pork, vegetables, and (not very good) water; cleared the island of Owhyhee on the 9th Dec., and on the 14th made a new discovery, viz. two very low islands, in lat. 16° 52′ N. long. 190° 26′ E., having a dangerous reef to the eastward of them, and the whole not exceeding four miles in extent.

"Dec. 21, at noon, we were, by reckoning, only seven miles east of Gasper Rico, as laid down in Arrowsmith's chart, but had no appearance of land. The next day we discovered five islands in lat. 14° 30′ N. and long. 168° 42′ E. This group was first seen at day-break, and the Cornwallis was then standing stem on for a dangerous reef, on which the surf beat with very great violence. Had it continued dark much longer she must inevitably have perished.

"Dec. 29th, saw one of the Ladrone islands; our rigging was now in so bad a state that we were obliged to use preventer-braces, tacks, sheets, and clew-lines, as we had not rope to replace the others, having left Madras with a very small quantity for so long a voyage.

"Jan. 6, 1808, passed a sunken rock, situated about 21 miles south of Botol-Tobaco-Zima, but which is not mentioned in any of our charts. 8th, made the Great Lima; and on the 9th, anchored a few miles to the northward of Lintin. During our cruise only one man died of scurvy: the provisions supplied us at Madras were uncommonly good, and too much praise cannot be bestowed on our surgeon* for his attention to those who were at

* Mr. Coley, now a physician at Cheltenham.

any time afflicted with that disorder, or any other illness. Jan. 11th, sailed from Lintin, with nine of the Hon. East India Company's ships under our protection; arrived at Malacca on the 23d, and there gave the charge of the convoy to H. M. S. Drake, agreeably to orders received from Sir Edward Pellew."

Captain Johnston's next appointment was to the Powerful, a leaky old 74, of which ship he assumed the command, at Madras, Feb. 18, 1808. Towards the close of the same year he encountered and providentially weathered two very heavy gales of wind, while cruising off Lagullas bank in search of some French frigates. The Powerful's condition for encountering Cape seas and storms may be estimated by her carpenter's report of defects at that period—viz:

"1st, The frame of the ship, where it can be seen, appears very rotten. 2nd, The stern-frame has fallen three inches from its station, and both main and lower-deck beams appear to have fallen. 3d, A dangerous leak in the after wooden-ends. 4th, The 3d, 4th, 5th, and 6th lower-deck beams from aft are quite rotten through, and several of the foremost ones appear to be decayed, as the rotten wood falls through the scarfs, which are very open. 5th, The clamps of the lower-deck beams are very rotten, and several of the hanging and lodging knees and beam-arms are quite decayed. 6th, The lower-gun-deck works very much at sea, and starts at the butt-ends. The spurquiting is quite rotten fore and aft. The cells and timbers of the ports are also rotten. 7th, The streets work very much, and the fastenings are all slack. The sides are decayed in the wake of the scupper-laps. 8th The step of the fore-mast is so rotten as to render the mast unsafe; and all the wedges are bad. 9th, The apron, both above and below the breast-hook, is very rotten. 10th, Most of the hanging knees on the main-deck are decayed in the throat. 11th, The quickwork of the main-deck and poop is very rotten. 12th, The chain-plate-bolt-streak, in the topside, is rent all along the channels, and labours very much. 13th, The copper is off the ship's bottom in nearly all directions, and all the lead is worn off the cut-water. 14th, The ship is extremely weak, labours and strains heavily, and by her working the lead of the taffrail, stern, and quarters, is entirely broke. 15th, The ship wants caulking inside and out."

In consequence of her defective state, the Powerful was soon ordered to England; but instead of being paid off on her arrival, she was then attached to the armament destined against Antwerp*. On his return from that disastrous expedition, Captain Johnston was put out of commission, after being constantly and actively employed for upwards of 22 years. The

* See Vol. I. p. 290.

opinion entertained of him by the two flag-officers under whom he had served more than half that time, will be seen by the following letter :

" *H. M. S. Christian VII., Downs*, 22d *Jan.* 1811.

" Dear Sir,—Captain Johnston having requested me to state my approbation of his conduct during the period of my command in India, I confess it gives me great satisfaction to do him the justice he deserves at my hands. I found Captain Johnston not only an officer of very considerable merit and talents, but as full of zeal for his Majesty's service, and ardent activity and enterprise, as any officer I ever had under my command. Captain Johnston enjoyed the confidence and good opinion of the late Admiral Rainier, who spoke of him to me as one of his best officers, and on every occasion of service I found that opinion perfectly correct. Captain Johnston took his ship, the Powerful, to England, after serving in India eleven years. I trust his own character will justify me to you for thus bringing him before you. I am, dear Sir, with the highest respect, and most perfect esteem, your obedient, and most faithfully devoted servant,

(Signed) "EDW. PELLEW."

" *Right Hon. Charles Yorke, &c. &c. &c.*"

Captain Johnston's next, and last, appointment was to the Scarborough a third rate, bearing the flag of Rear-Admiral Ferrier, on the North Sea station, which ship he continued to command until the conclusion of the war, in 1814.

EDWARD RATSEY, Esq.

SON, we believe, of Lieutenant Robert Ratsey, R. N. who died at Cowes, in 1814.

This officer served as a Lieutenant on board the Culloden 74, bearing the flag of Sir Edward Pellew, now Viscount Exmouth, in the East Indies ; on which station he was successively advanced to the rank of Commander and Post-Captain. His commissions were confirmed by the Admiralty, Feb. 4, 1806, and Sept. 5, in the same year.

In Aug. 1805, we find Captain Ratsey commanding the Harrier brig of 18 guns, which vessel had 2 men wounded, and was much cut up in her masts, sails, and rigging, whilst engaged with a French frigate, in the Philippine archipelago ; an account of which action will be found in James's Naval History, 2d edit. Vol. IV, pp. 219—221.

EDWARD HAWKINS, Esq.

Son of a naval officer; was born at Saltash, co. Cornwall, in 1765; made a Lieutenant in 1790; and advanced to the rank of Commander in 1798. At the commencement of the late war, we find him commanding the Helder frigate, stationed as a floating battery in the river Humber; and subsequently the Dispatch brig, of 18 guns, employed on Channel service.

In Oct. 1804, Captain Hawkins destroyed three French gun-vessels, each mounting 1 brass 32-pounder and 1 long six. On the 27th Sept. 1806, two days after the date of his post commission, he assisted at the capture of le Presidente frigate, mounting 44 guns, with a complement of 330 men.

At this latter period, the Dispatch was under the orders of Rear-Admiral Sir Thomas Louis, who, in his official letter, merely states that le Presidente struck to his squadron, after a chase of 17 hours. Mr. James, however, informs us, and we believe his statement to be correct, that Captain Hawkins maintained a running fight with the enemy, from 6-45 until about 7-45 P. M.; when the latter bore up and stood towards the British squadron, the nearest ship of which was about 3 miles astern of the Dispatch; and that the Rear-Admiral shortly afterwards fired a distant shot at le Presidente, who thereupon hauled down her colours, and was taken possession of by her tiny antagonist. We agree with Mr. James, that "it would have been but fair to have given the brig the credit which was due to her, that of having, when no ship was at hand to assist her, so boldly engaged a heavy French frigate*."

When superseded in the command of the Dispatch, Captain Hawkins retired to Saltash, where he continued until Feb. 1807, when he was dragged from his home and tried by a court-martial "for cruelty and oppression, unbecoming the character of an officer, exercised by him, or caused by him to be exercised towards and upon William Davie (a seaman belonging to the Dispatch), and for negligence and inattention to the state and condition of the said man, as a sick person

* See *Nav. Hist.* 2d edit., Vol. IV. p. 383, *et seq.*

under his command," as set forth in two anonymous letters, written by Thomas Thompson, late Master of that sloop, and addressed to Earl Spencer, H. M. Principal Secretary of State for the Home Department.

As the minutes of this court-martial have long been before the public, it may appear superfluous for us to say more than that the charges were declared to be "*scandalous and malicious*," and that Captain Hawkins was consequently acquitted; but we cannot refrain from placing on record the testimony borne to his general character and conduct by Admiral Sir Charles M. Pole, Bart., who addressed a letter to the Judge Advocate, of which the following is a copy :

"*Chandos Street, Cavendish Square, Feb.* 9, 1807.

"Sir,—Having understood that Captain Hawkins was to be tried by a court-martial, now assembling at Portsmouth, on charges of oppression and cruelty to those under his command, it was my intention (if the business of the borough of Plymouth had not intervened) to have offered myself as a most willing and anxious witness to his general character and conduct for near 20 years ; to have declared on oath, if I had been permitted, that Captain Hawkins served with me from the year 1786, as Mate and Lieutenant, and scarcely ever out of my knowledge of his behaviour and conduct, until the day of his promotion, from the Royal George, in 1798. In the whole of that period, his character and conduct was that of a most humane, considerate, and benevolent officer, zealously attentive to the sick and suffering seamen; and I should have further declared on oath, if I had been allowed, that he is almost the last man in the service, against whom such an accusation could have obtained credit with those who have known him best.

"I am not aware that I could have presumed to say more on this subject, even if I had attended the court-martial, as I know nothing of the present evidences ; but it is a duty I owe to Captain Hawkins to declare, that his mind must be entirely changed, if he is not as benevolent and kind to the sick as any officer in the British navy ever was. I have the honor to be, &c. (Signed) "CH. M. POLE."

"*Moses Greetham, Esq.*"

Captain Hawkins afterwards held an appointment in the sea-fencible service, and we lastly find him commanding the prison-ships at Plymouth.

RICHARD TURNER HANCOCK, Esq.

Was made a Lieutenant in 1789, promoted to the rank of Commander in 1800, and posted Sept. 25, 1806. He subsequently served as flag-captain to Rear-Admiral the Hon. Michael De Courcy, on the South American station.

JAMES MURRAY NORTHEY, Esq.

This officer received his first commission April 23, 1783; and he was senior Lieutenant of the Salisbury 50, Captain William Mitchell, when that ship was wrecked on the Isle de Vache, St. Domingo, May 13, 1796*. His promotion to the rank of Commander took place in the year 1800.

Captain Northey was subsequently appointed to the Lutine, prison-ship, and Curlew sloop of war; the former employed on the Mediterranean station, the latter in the North Sea. In 1807, we find him regulating the Impress service at Limerick. He obtained post rank Sept. 25, 1806; and the out-pension of Greenwich Hospital July 31, 1822.

Agents.—Messrs. Clementson.

CHARLES PHILIP BUTLER BATEMAN, Esq.

Was promoted to a Lieutenancy in 1795, made a Commander in 1802, and advanced to post rank Sept. 25, 1806. During the late war he commanded the Bonetta of 14 guns, Gannet 16, Scipion 74, Revenge 74, and Stately 64.

Agents.—Messrs. Cooke and Halfords.

MAURITIUS ADOLPHUS NEWTON DE STARCK, Esq.

Equerry to His Royal Highness the Duke of Sussex.

Is a son of the late Charles Sigismond, Baron de Starck (an officer in the Imperial Austrian army, previous to his settling

* The officers and crew of the Salisbury were saved by a French man of war, and detained as prisoners for a considerable period.

in England, in 1753), by Martha, sister to the late Admiral Sir Chaloner Ogle, Bart., to the late Dr. Ogle, Dean of Winchester, and to Mrs. Grey, of Southwick, grand-mother of the present Earl Grey *.

This officer entered the royal navy as a Midshipman on board the Barfleur 98, bearing the flag of Vice-Admiral Barrington, in June 1780; from which ship he was removed into the Ambuscade of 32 guns, commanded by the Hon. Captain Conway (afterwards Lord Hugh Seymour), under whom he served in that frigate, and the Latona 38, until the peace of 1783. An account of the Latona's proceedings whilst assisting at the relief of Gibraltar, 1782, is given in the Nav. Chron. Vol. II. p. 360 *et seq.* A brief sketch of her gallant Captain's services will be found at p. 157 *et seq.* of this volume.

We next find Mr. de Starck placed under the care of Captain the Hon. James Luttrell, then commanding the Ganges 74. On leaving that ship he proceeded to the coast of Africa, in the Grampus 50, bearing the broad pendant of Commodore Edward Thompson †; and on his return from thence he appears to have joined the Irresistible 74, Commodore Sir Andrew Snape Hamond, Bart. ‡, in which ship he continued until 1786; when he removed into the Pearl 32, commanded by the Hon. Seymour Finch, with whom he remained until that frigate was put out of commission. During the Spanish armament, Mr. de Starck served, in the Canada 74, under Lord Hugh Seymour, by whose recommendation he was promoted to the rank of Lieutenant, Nov. 22, 1790.

With the exception of his receiving an appointment to the Salisbury 50, and being obliged to quit that ship through ill health, we now lose sight of Lieutenant de Starck till 1797, when, having volunteered his services to assist in suppressing the disgraceful mutiny at the Nore, he was appointed to command the Eclipse gun-brig, armed for that purpose with long Dutch 24-pounders and heavy carronades, and manned with volunteers, part of whom were soldiers.

* Baron de Starck died in 1776.

† See Vol. I., pp. 390 and 391.

‡ See Vol. II, Part I, p. 59.

During the ensuing seven years, Lieutenant de Starck successively commanded the Suwarow armed lugger, Liberty brig, and Milbrook schooner; in which latter vessel he was frequently engaged with the enemy, both on the coasts of France and Spain*. In Sept. 1801, he captured the Baptista Spanish privateer, of 8 guns, with a cargo of prize butter; and shortly afterwards repelled a night attack made upon the Milbrook by some gun-boats, near Gibraltar, one of which opened her fire before she was discovered, but sheered off, on receiving a broadside, which was supposed to have proved fatal to her, as she disappeared in an instant, although then nearly alongside of the British schooner.

In Aug. 1802, Lieutenant de Starck paid off the Milbrook, but re-commissioned her for Channel service, on receiving a promise of early promotion from Earl St. Vincent, to whom our present most gracious monarch had condescended to write a letter in his favor, at the recommendation of H. R. H. the Duke of Sussex, with whose friendship and patronage he has been honored for many years.

Lieutenant de Starck's zealous and energetic conduct on all occasions is noticed in a letter from Rear-Admiral Robert Montague to Lord Keith, dated Oct. 29, 1803, of which the following is a copy:

"My Lord,—Herewith I enclose a letter from Captain Brenton, of H.M. sloop Merlin, stating the destruction of the French lugger privateer les Sept Freres. The conduct of Lieutenant (Henry Clement) Thompson, and the people serving under him, merits approbation; and Lieutenant de Starck, of the Milbrook, appears to have exemplified the zeal and energy which invariably attach to his character. The Milbrook was struck several times by shot, but not damaged, and will proceed upon service this evening. I have the honor to be, &c.

(Signed) "ROBERT MONTAGU."

Extract from Captain E. P. Brenton's letter, dated off Dunkirk, Oct. 28, 1803.

"To the judicious and seamanlike conduct of Lieutenant de Starck, I am not only indebted for cutting off the enemy's retreat into Calais, but also

* The Milbrook was a very fine vessel, mounting 16 18-pounder carronades.

for bringing all the boats on board in safety after the service was performed. The lugger went on shore about half a mile to the westward of Gravelines; Lieutenant de Starck anchored the Milbrook within musket-shot of her, and in the evening a heavy fire was opened upon him from the shore with some field-pieces, which, however, did no sort of damage, and I am happy to say, that on our side not a man was hurt."

The subject of this memoir obtained the rank of Commander May 1, 1804; and his commission was one of the last signed by Earl St. Vincent, as First Lord of the Admiralty.

On this occasion, Captain de Starck was appointed to the Hound sloop of war, then at Jamaica; but the late Viscount Melville permitted him to exchange into the Tartarus bomb, on the Downs station, which vessel he continued to command until she was ordered to undergo repair, and a change of equipment, when he was superseded at his own request.

During Lord Howick's naval administration, Captain de Starck obtained the command of a very fine brig; the Avon, mounting sixteen 32-pounder carronades and two long sixes. In that vessel he was employed on Channel service until ordered to accompany the Neva, a Russian man of war, from Spithead to the Baltic.

The Neva had recently returned from a voyage of discovery, and hostilities had then commenced between Alexander and Napoleon; consequently it was not considered prudent for her to proceed to Russia without the escort of a British vessel. For the performance of this friendly office, the Czar presented Captain de Starck with a breakfast service of plate, and a purse of 100 guineas.

On her return from the Baltic, the Avon was selected to carry out Mr. (now Lord) Erskine, H. M. Minister to the United States of America, on which service she proceeded in the autumn of 1806, contending with contrary winds nearly the whole of her voyage to Chesapeake bay.

When in lat. 39° 20′ N. and long. 35° 49′ W., Captain de Starck fell in with the Regulus French 74, by which ship he was chased for eight hours, right before the wind; his pursuer within gun-shot, and repeatedly firing upon him. Fortunately, a violent squall suddenly came on, of which he

promptly availed himself by hauling up several points, unperceived by the enemy, who ran so far to leeward before the weather cleared up that she was then scarcely visible*.

Having thus skilfully escaped from further annoyance, Captain de Starck pursued his voyage with all possible expedition, and landed Mr. Erskine at Annapolis Royal, on the 30th October. Returning from thence, he fell in with an English 74, the Captain of which ship sent him to Bermuda, with instructions to place himself under the orders of Vice-Admiral Berkeley, commander-in-chief on the Halifax station, by whose directions he was shortly after ordered to carry home the intercepted despatches of Mons. Villaumez, which had been taken out of an American vessel examined by the Avon, on her passage from the Chesapeake.

Captain de Starck arrived at Spithead on the 14th Jan. 1807; and was soon afterwards superseded, in consequence of his having been promoted to post rank on the 25th Sept. preceding. A change of ministry taking place about the same period, he was doomed to the mortification of continuing on shore during the remainder of the war, notwithstanding an appointment to a frigate had actually been promised him as a reward for his adroit conduct in escaping from the Regulus, whereby his Majesty's representative was secured from any indignity with which an implacable enemy might have felt disposed to treat him.

The highly respectable gentleman whose services we have been describing, was the original inventor of the now well-known method of projecting a rope by means of powder and shot, the practicability of which contrivance he proved by repeated experiments made on the river Thames, in 1789. A description of Captain de Starck's apparatus, and a plate shewing the manner in which he used it, will be found in the valuable work published by Rear-Admiral Ekins, on the subject of "Naval Battles†."

* The Regulus was one of the French squadron mentioned at p. 68 *et seq.* of this volume; and when met by Captain de Starck she was returning home from the coast of America.

† See also our memoir of Captain HENRY HOPE, C. B.

Captain de Starck is likewise the author of a monody on the late Lord Nelson, which was publicly recited on the stage of the Richmond theatre, Dec. 3, 1805, and very much applauded, the news of the great victory off Trafalgar, and of the hero's death, having only arrived a few days before. This little poem concludes with the following patriotic invocation and very just prediction:—

"Then, O my countrymen! whose griefs deplore
"Your dear, illustrious Nelson, now no more;
"Cherish the precept his example gave,—
"Let honor prompt, and virtue make you brave;
"And when your country's wrongs your swords demand,
"Serve with a willing heart and ready hand:
"Oh! give your utmost aid—your latest breath,
"And, true 'to England's glory, smile in death.'
"So shall renown adorn your storied page,
"And humbled France no more your arms engage;
"And golden eras iron years subdue,
"The world breathe peace, and owe that peace to you*."

The subject of this memoir married, 1st, Miss Houghton, of Bramerton, co. Norfolk; in right of whom, during her life, he was possessed of a considerable estate in that county: 2ndly, Aug. 30, 1807, Miss Kent, niece to the late Sir Thomas Kent, which lady had the honor to be given away by his Royal Highness the Duke of Sussex, by whom Captain de Starck has recently been appointed one of H. R. H.'s equerries, a distinction the more flattering as it was conferred by that illustrious personage without any solicitation on the part of our gallant and deserving officer.

Agents.—Messrs. Clementson.

WILLIAM COOK, Esq

Was made a Commander May 8, 1801; and promoted to post rank Sept. 25, 1806.

* See Orme's Graphic History of the Life, Exploits, and Death of Nelson, p. 65 *et seq.*

ARTHUR LYSAGHT, Esq.

SERVED as a Midshipman under the late Vice-Admiral Rainier; was made a Lieutenant into la Chiffone frigate, on the East India station; promoted to the rank of Commander, Jan. 22, 1806; and posted Sept. 25, in the same year. He subsequently commanded the Jamaica 24.

Captain Lysaght married, in 1813, Caroline, daughter of Thomas Cuming, of Camden Place, Bath, Esq. which lady died in 1825.

Agents.—Messrs. Stilwell.

HON. JOSCELINE PERCY.

THE antiquity of the Percy family is too well-known to require any particular notice thereof in a work of this description; we shall therefore merely state, that the officer now before us is the fourth son of the present Earl of Beverley, and a first cousin to his Grace the Duke of Northumberland; he is consequently more or less connected with many of the most ancient and dignified families in the British peerage.

The Hon. Josceline Percy was born Jan. 29, 1784. He entered the royal navy in 1797, served his time as a Midshipman on board the Sans Pareil 80, bearing the flag of Lord Hugh Seymour; and Amphion frigate, commanded by Captain Richard Henry Alexander Bennett; passed his examination for a Lieutenancy in April 1803; and received his first commission from Lord Nelson, about Sept. in the same year.

On leaving Nelson's flag-ship, Lieutenant Percy joined the Medusa frigate, commanded by Captain (now Sir John) Gore, with whom he continued until 1805; when he was removed into the Diadem 64, bearing the broad pendant of Sir Home Popham, in which ship he assisted at the capture of Cape Town and its dependencies, Jan. 1806 *.

* See Vol. I. note at p. 623.

Immediately after that conquest, Lieutenant Percy was appointed to the command of l'Espoir brig; and on the very same day, Jan. 13, Sir Home Popham wrote an official letter to the Admiralty, informing their Lordships that he had sent him to take possession of the Batq, a Dutch 68, in Simon's bay; and, if possible, to move her into safety, as she was totally abandoned, and it was "strongly reported that the enemy had not completely succeeded in his attempt to destroy her."

This "strong report," we conclude, must have caused great disappointment to Captain Percy; for, on his arrival in Simon's bay, he found nothing more than an absolute wreck on which to hoist his pendant; and as l'Espoir had sailed for England with the commodore's despatches, he certainly would have had no other alternative than that of returning home as a passenger, or of serving as a volunteer during the subsequent expedition against Buenos Ayres, had not the very unexpected capture of a fine French frigate enabled Sir Home Popham to give him another command. The manner in which that opportunity was afforded will be seen by his commodore's public letter, dated on board the Diadem, in Table bay, Mar. 4, 1806:—

"At 9 o'clock this morning, a ship was discovered coming from the southward, under a press of sail, and soon after two more, one of which the signal station on the Lion Rump reported to be of the line, and an enemy; upon which I directed the Diomede and Leda to slip, and keep on the edge of the *south-easter* which had partially set in on the east side of the bay.

"At 11, the headmost ship hoisted French colours, and stood towards the Diadem; and, by this time, I was satisfied, from the judicious manœuvres of the ships in the offing, that they could be no other than the Reasonable and Narcissus*.

"At noon, the French ship passed within hail of the Diadem, when we changed our colours from Dutch to English, and directed her to strike, which she did immediately, and I sent the Hon. Captain Percy, who was serving with me as a volunteer, to take possession of her. She proved to

* A 64-gun ship and a frigate, commanded by Captains Josias Rowley and Ross Donnelly, who were then on their return from False bay to the commodore's anchorage.

be la Volontaire frigate, of nearly 1100 tons, and mounting 46 guns, with a complement of 360 men on board.

"I congratulate their lordships that, by this capture, detachments of the Queen's and 54th regiments, consisting of 217 men, who were taken in two transports, in the bay of Biscay, are restored to his Majesty's service."

Previous to Sir Home Popham's departure for South America, la Volontaire was manned with as many sailors as could be spared from the squadron, and sent to St. Helena for the purpose of affording protection to the homeward bound Indiamen, provided that she could be rendered sufficiently effective, by a small levy on each ship, and the additional aid of some troops, to take charge of such a fleet. The assistance which her commander received from the officer in charge of the late Dutch garrison, has been noticed at p. 618 of Vol. II. Part II.

Captain Percy's post commission bears date Sept. 25, 1806; and in the following year we find him commanding the Comus 22, which ship formed part of the squadron under Sir Samuel Hood, at the occupation of Madeira, Dec. 26, 1807.

In 1808, Captain Percy was appointed to la Nymphe frigate, on the Lisbon station, from whence he conveyed General Junot to Rochelle, after the convention of Cintra*. In 1810, he commissioned the Hotspur of 42 guns; and on the 1st Sept. 1811, he appears to have displayed very great zeal and ability in the presence of the Cherburgh squadron, which he decoyed nearly into mid-channel, hoping to keep them in play until the arrival of the blockading force under Captain Pulteney Malcolm. On this occasion he allowed the enemy to approach so near to the Hotspur that the first shot from her bow-chaser, fired when they gave up the pursuit, went through the main-sail of their centre ship; and he continued to harass them until they regained their anchorage, which was only about a quarter of an hour before the British squadron came up with him. The following is a copy of his official letter to Captain Malcolm, reporting the result of an attack upon seven French brigs, each mounting 3 long 24-

* See Vol. I. note at p. 432.

pounders and 1 mortar, with a complement of 75 men, near the Calvados rocks, on the coast of Normandy, seven days after the above rencontre :—

"Sir,—In obedience to your order of yesterday, I joined the Barbadoes and Goshawk, off Calvados; and deeming the destruction of the enemy's force practicable, particularly as my pilot assured me that he could take the ship within pistol-shot without any risk, I immediately proceeded to attack them. At 6 P. M., when within gun-shot, the ship unfortunately grounded, which prevented their complete destruction. I however succeeded in sinking one, and driving two on shore. The Barbadoes had driven one on shore the day before; but having her broadside to us, she kept up as heavy a fire as the others.

"From the Hotspur being aground for four hours, and the whole of the enemy's fire from the brigs, a battery, and some field-pieces being directed upon her, I am sorry to say, that we have lost, in the performance of this service, 2 midshipmen and 3 seamen killed, and 22 seamen and marines wounded; we have also received considerable damage in our hull, masts, and rigging.

"Captains Rushworth and Lilburn* rendered me every assistance in their power, with boats, hawsers, &c. but, from our situation, they could not succeed in drawing the enemy's fire from the Hotspur.

"I cannot find words sufficiently strong to express my approbation of the conduct of every officer and man in H. M. ship under my command; their steady and active conduct, under a heavy raking fire for four hours, is deserving the highest praise. I have the honor to be, &c.

(Signed) "JOSCELINE PERCY."

Whilst employed on the Channel station, Captain Percy captured l'Imperatrice Reine, French ship letter of marque, pierced for 20 guns, with a complement of 50 men; and the Chesapeake, American schooner, of 5 guns and 29 men.

In 1813, the Hotspur was ordered to Rio Janeiro, and sent from thence to Buenos Ayres, on which station Captain Percy continued for a period of two years. He returned to England, and was put out of commission at the close of 1815.

Captain Percy married, in Dec. 1820, Elizabeth, third daughter of Morton Walhouse, of Hetherton, co. Stafford, Esq. His brother, the Hon. William Henry Percy, was made a Post-Captain in 1812.

* Captains Edward Rushworth, of the Barbadoes 28, and James Lilburn, of the Goshawk brig, had been sent to intercept the above vessels on their way from Boulogne to Cherburgh.

HON. ANTHONY MAITLAND.

A Companion of the Most Honorable Military Order of the Bath, and M. P. for the County of Berwick.

SECOND son of James Earl of Lauderdale, K. T. by Eleanor, only daughter of Anthony Todd, Esq. and nephew to the late Lieutenant-General the Right Hon. Sir Thomas Maitland, G. C. B. Governor of Malta, &c. &c.*

This officer was born June 10, 1785; and we first find him serving as a Midshipman on board the Medusa frigate, bearing the flag of Lord Nelson, by whom he is said to have "particularly distinguished himself" at the attack of the Boulogne flotilla, in Aug. 1801; on which occasion he was severely wounded. His commission as a Lieutenant bears date Feb. 2, 1805; he obtained the rank of Commander May 6, 1806; and was made a Post-Captain Sept. 25, in the same year.

Captain Maitland's first appointment was to the Arrogant, an old worn out 74, stationed at Bombay as a guard-ship and sheer-hulk, the command of which he assumed early in 1807. During the latter part of the war he commanded the Pique frigate, on the West India station, and there captured the Hawk, American privateer of 5 guns and 68 men. In 1816, he was appointed to the Glasgow 50, which ship formed part of Lord Exmouth's squadron at Algiers, and sustained considerable damage on that glorious occasion. Her loss consisted of 10 killed and 37 wounded.

Captain Maitland was nominated a C. B. Sept. 21, 1816; and re-appointed to the Glasgow Aug. 21, 1817. He returned home from the Mediterranean station, and paid off his fine frigate, in Mar. 1821.

* Sir Thomas Maitland was the commanding officer of a military detachment serving on board the Monarca 68, one of the squadron under Sir Edward Hughes in the battle off Cuddalore, June 20, 1783—See Vol. I. last par. of the note at p. 425.

HON. GRANVILLE PROBY.

SECOND surviving son of John Joshua, Earl of Carysfort, K. P. by Elizabeth, only daughter of the Right Hon. Sir William Osborne, of Newtown, co. Tipperary, Bart.

This officer was wounded when serving as a Midshipman on board the Foudroyant, at the capture of le Guillaume Tell, a French 80-gun ship, in Mar. 1800*. His promotion to the rank of Lieutenant took place Oct. 24, 1804; and his post commission bears date Nov. 28, 1806. He subsequently commanded the Iris, Laurel, and Amelia frigates, on the Channel, Cape of Good Hope, and Mediterranean stations.

Captain Proby married, May 5, 1818, Isabella, daughter of Colonel the Hon. Hugh Howard, and niece to the Earl of Wicklow. His eldest brother, Lord Proby, captain of the Amelia, died of the yellow fever, at Surinam, in Aug. 1804.

Agent.—M'Inerheny, Esq.

RIGHT HON. GRANVILLE GEORGE WALDEGRAVE, LORD RADSTOCK.

A Companion of the Most Honorable Military Order of the Bath.

ELDEST son of the late Admiral Lord Radstock, G. C. B.†; was born Sept. 24, 1786; made a Lieutenant July 20, 1804; and promoted to the rank of Commander Jan. 22, 1806. At the close of the latter year we find him commanding the Minorca brig, in which vessel he captured a Spanish privateer of 4 guns, a royal packet from Tangier bound to Tariffa, and one or two merchantmen. His post commission bears date Feb. 16, 1807.

Captain Waldegrave's next appointment was to the Thames 32, in which frigate he appears to have been very actively employed on the Mediterranean station. The first service of

* See Vol. I. p. 778, and note † at the bottom of ditto.
† See Vol. I. p. 56, *et seq.*

importance performed under his directions is described in the following letter:—

"*H. M. S. Thames, Gulph of St. Euphemia, July* 26, 1810.

"SIR,—A convoy of thirty-one vessels, laden with stores and provisions for Murat's army at Scylla, together with seven large gun-boats and five scampavias protecting them, have wholly fallen into our hands. This is an event of such importance at the present moment, and the circumstances attending the capture are so highly honorable to the officers and men employed on this service, that I may be allowed to detail the particulars.

"At day-light yesterday morning, standing along this coast with the Pilot (brig), I saw the Weazle (of 18 guns) off Amanthea, with the signal for a convoy in that direction. The enemy, on seeing us, hauled the vessels high on the beach, under the town, where they were flanked by two small batteries, while the gun-boats and scampavias were drawn up in a line for their protection. Being nearly calm, it was two (o'clock) before we closed, this ship and the two brigs in a close line; then running along within grape, drove the enemy from their vessels and anchored. Captain (Henry) Prescott shewed the example of pushing off with his boats; I instantly supported him with ours and the Pilot's, under the orders of Lieutenant (Edward) Collier, first of this ship. The marines were landed under Lieutenant David M'Adam, R. M. to cover the seamen launching the vessels; the ships all the time firing on the batteries, and wherever musketry was collected to oppose the party on shore: for the enemy had not only thrown up an embankment outside the vessels to prevent our getting them off, but also one within them to afford shelter for the numerous troops collected, who, when driven from their entrenchments, still annoyed us greatly from the walls of the town.

"At length every difficulty was surmounted, and by six o'clock all the vessels were brought off, except one laden with bread, which was burnt; if we have not now possession of her, and the others destroyed as per list, it is only from their having been too much shattered by our destructive fire to float.

"By the result of this successful attack, you will judge better than from any thing I could add, what must have been the conduct of every individual. Gratified as I feel at an opportunity of testifying the gallantry and zeal of Captain Prescott, Captain (John Toup) Nicolas, and Lieutenant Collier, together with all the officers and crews of the ships, more particularly those in the boats, for their sakes I cannot help regretting it should not have fallen to their lot to have been under the command of one, whose testimony would have greater weight in ensuring them the applause and reward to which such conduct so justly entitles them. I have the honor to be, &c. (Signed) "G. G. WALDEGRAVE."

"*Rear-Admiral George Martin, &c. &c. &c.*"

The vessels taken consisted of six gun-boats, mounting 4 long 18-pounders and 2 brass 36-pounders; two scampavias, each carrying a long brass gun; one pinnace armed with swivels, &c.; and twenty-eight transports. The other gun-boat, scampavias, and transports were destroyed, as stated in Captain Waldegrave's letter. The loss sustained by the British was only 1 marine killed and 6 men wounded. That of the enemy could not be ascertained; but 14 prisoners and deserters were brought off on this occasion. The following is a list of the gentlemen who were employed in the boats of the Thames and her consorts:

Thames—Lieutenants Edward Collier and Francis Molesworth; Messrs. Matthew Liddon, Christopher Wyvill, John Veal, John Murray, the Hon. Trefusis Cornwall, and William Wilkinson, Midshipmen.

Weazle—Captain Henry Prescott, and Lieutenant Thomas John James William Davis; Messrs. George Cayme (the Master); William Holmes, and John Golding, Midshipmen.

Pilot.—Lieutenants Francis Charles Annesley and George Penruddocke; and Mr. Thomas Leigh, Master's-Mate.

For their gallantry in the command of the boats, Captain Prescott and Lieutenant Collier were both promoted, and their commissions dated back to the day on which this service was executed.

To shew the importance attached to the gallant exploit at Amanthea, we shall here introduce some extracts from the newspapers of that period.

"*London, Thursday, Sept.* 6, 1810.

"A Heligoland mail is arrived, with German papers to the 26th ultimo. It appears by an article from Naples, that Murat's flotilla, even according to his own admission, has at length suffered a severe defeat. The engagement took place on the 25th July, when the whole of the enemy's flotilla, as well as the vessels under their protection, were taken and destroyed. The convoy thus disposed of, and that which was destroyed on the 8th July, by a brig of war (the Pilot), is acknowledged to have been indispensably necessary to complete the preparations for the invasion of Sicily; and therefore we may expect to hear that that enterprise has been postponed to some future occasion." *Hampshire Telegraph, 10th Sept.* 1810.

"*Reggio, Aug.* 6th.—It is asserted here, that the misfortune which befel the convoy of twenty sail, commanded by Captain Gorafolo, and more particularly the unfortunate action of Amanthea, in consequence of which Captain Carracciolo's convoy was lost, and along with it a large collection of articles, of the utmost importance for the completion of the expedition,

with all the barges destined for the cavalry, are likely to protract the intended descent upon Sicily for a considerable time. All the troops concentred in the environs of Bagnara and Scylla, as well as those in the camp near Melra, have received orders to go into cantonments in the neighbouring villages."

"*Hamburgh, Sept. 1st.*—Letters from Naples state, that the King was expected there, the expedition against Sicily having been postponed for an undetermined time."

The *Observer*, Sept. 16, and the *Times*, Sept. 22, state —"Agreeable to information received from Naples, the capture of the two convoys Murat alleges as the cause for his not attempting the invasion of Sicily."

On the 5th Oct. following, the boats of the Thames, assisted by those of the Eclair brig, cut out ten transports, collected near Agricoli, in the gulph of Salerno, and the same number of armed feluccas were subsequently destroyed by a detachment landed from that frigate and the Cephalus sloop of war, as will be seen by Captain Waldegrave's hitherto unpublished letter, of which the following is a correct copy:

"*H. M. S. Thames, Gulph of Policastro, June* 17, 1811.

"Sir,—The convoy we have been so long hoping to intercept on its way from Pizzo to Naples despairing to elude us, detached from time to time the rowing boats singly, while ten large armed feluccas kept in a body together for their mutual support. The unremitting attention of Captain (Augustus William James) Clifford in the Cephalus, looking out to the southward for this division, was yesterday crowned with the satisfaction of his discovering them hauled up on the beach under Cetraro. He immediately pushed forward, and by anchoring kept them in check at that place until our approach. The wind failing, obliged us to tow, so that we could not anchor until dusk. A party of 180 men was then landed under the orders of Lieutenant (Samuel) Whiteway, first of this ship. Covered by our fire, I had a hope he would have succeeded in launching the vessels; but their unusual size and heavy cargoes rendering it impossible, compelled us to burn them. This was done so effectually as only to leave me the regret that our brave fellows could not be rewarded with the spoils their exertions so well deserved. Captain Clifford was on shore, and with myself ascertained that no measures were untried to get the vessels off. The characteristic zeal of this officer, of Lieutenants Whiteway and Morier of this ship, and Lieutenants Richardson and Jenkins of the Cephalus, with the petty officers, marines, and crews of the boats, was fully displayed on shore, while Lieutenant Dawson and the few on board exerted themselves equally by a well-directed fire for their support. Mr. Cornwall, Midshipman, and 2 men were wounded; but considering the numbers exposed for two hours to a fire of musketry at twenty yards distance from the town,

on an impending cliff, whence the darkness of the night prevented our dislodging the enemy, it is impossible not to feel grateful that no other accident has clouded this little enterprise. I have the honor to be, Sir, &c.

(Signed) "G. G. WALDEGRAVE."

"*To Rear-Admiral Boyles, &c. &c. &c.*"

Captain Waldegrave shortly afterwards removed into the Volontaire 38; and at the close of the same year we find him employed watching the Toulon fleet, during the absence of Sir Edward Pellew, and the line-of-battle ships under that officer's orders *. When relieved from that duty, he proceeded to the coast of Catalonia, where we find him reporting the capture of a French privateer, laden with provisions for the garrison of Barcelona †.

In April, 1812, the boats of the Volontaire assisted at the capture and destruction of a French convoy, near the mouth of the Rhone ‡; and on the 23d June following, they captured the Colombe, a national felucca, of 1 gun, 8 swivels, and 45 men, which vessel had been sent out from Marseilles purposely to attack them. The next service in which they were employed is thus described by Captain Waldegrave:

"*H. M. S. Volontaire, off Cape Croisette, Mar.* 31, 1813.

"SIR,—Yesterday we perceived fourteen merchant-vessels at Morjean. This added to the importance of the destruction of the two batteries erected there last year, which affords so much protection to the coast.

"The night favored for embracing Lieutenant Shaw's offer of attacking the place. The marines, under Lieutenants (William) Burton and (Harry) Hunt, R. M., and boats of this ship, the Undaunted (frigate), and Redwing (brig), were placed under his orders for that purpose; and this morning justified my high confidence in him. He landed at Sormion, and marching over the hills at day-light, carried the batteries in the rear, after a partial resistance from 40 troops there. Five 36-pounders in one, and two 24-pounders in the other battery, were thrown into the sea; one mortar was well spiked, and all their ammunition destroyed. The boats under Lieutenant (Dey Richard) Syer, though elsewhere opposed by two field-pieces, brought eleven vessels out, laden (principally) with oil, and destroyed one other loaded, and two empty, which were aground. While completing the destruction of the works, many troops arrived from Marseilles; and the enemy's fleet being in motion prevented further operations.

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* See Captain JOSEPH SWABEY TETLEY.

† See Commander ISAAC SHAW.

‡ See Vol. II. Part II. p. 962.

"Lieutenant Shaw's character stands so high, that his conduct on this occasion is only what it always has been; and such testimony as his to the gallantry of all his companions adds to their merit; and among them I must strongly notice Mr. C. Wyvill, Midshipman, of this ship.

"I was highly pleased at the judicious position Sir John Sinclair, in the Redwing, had taken at day-light to cover the operation. The captures are hardly worthy of consideration, compared to the destruction of this strong post, which was doubly reinforced within these two days. Herewith I have the honor to report the loss on both sides, and prisoners made; the rest of the enemy escaped among the rocks*. I am, &c.

(Signed) "G. G. WALDEGRAVE."

The subsequent demolition of the above-mentioned batteries, and the capture of six merchant vessels, with cargoes, by the marines and boats of the Repulse, Volontaire, Undaunted, and Redwing, having been fully noticed at p. 311 *et seq.* of our first volume, we have only to add, that Captain Waldegrave became a C. B. in 1815, and an Irish peer on the demise of his father, Aug. 20, 1825; about two years previous to which event, he married Esther Caroline, daughter of the late James Puget, of Totteridge, co. Herts, Esq. His only surviving brother is a Commander, R. N.

Agents.—Messrs. Cooke, Halford, and Son.

HON. GEORGE CADOGAN,

A Companion of the Most Honorable Military Order of the Bath, and Knight of the Austrian Military Order of Maria Theresa.

SECOND son of Charles Sloane, the first Earl Cadogan, by Mary Churchill, grand-daughter of Robert, first Earl of Orford.

This officer was born May 5, 1783; made a Lieutenant in 1802, and advanced to the rank of Commander May 4, 1804.

On the 11th Nov. 1804, Captain Cadogan, then commanding the Cyane sloop of war, on the Leeward Islands station, captured, after a running fight of half an hour, le Buonaparte privateer brig, pierced for 22 guns, mounting 18 long French 8-pounders, with a complement of 150 men. The Cyane, on

*British—1 marine killed, 4 men severely wounded. *French*—4 killed, 5 wounded, 17 taken prisoners.

this occasion, sustained some trifling damage in her masts and hull, and had several men hurt by the explosion of a cartridge on the main-deck. Le Buonaparte was found in a very shattered condition, having lost her fore-mast, bowsprit, and top-masts, in a previous action with three English letters of marque; but no mention is made of her loss, if any, by the Cyane's fire, in Captain Cadogan's official letter.

On the 12th May, 1805, the Cyane was herself taken by two French frigates, near Martinique; and from that period we find no mention of Captain Cadogan until his promotion to post rank, Mar. 23, 1807. In the following year he commanded the Crocodile frigate, and had the honor of conveying Sir Arthur Wellesley from England to the peninsula.

Captain Cadogan's next appointment was to the Pallas frigate, and in her he appears to have been very actively employed during the expedition against Antwerp. The following mention of him is made in Commodore Owen's letter to Sir Richard J. Strachan, reporting the evacuation of Walcheren, in Dec. 1809.

"On the morning of the 23d, I received your letter, acquainting me that you intended to quit Flushing on that day. * * * * * I immediately made preparation likewise to withdraw. The boats assembled, and embarked the rear-guard of the army, under the direction of the Hon. Captain Cadogan; whilst the few remaining guns of Veere and Armuyden points were rendered useless, and every other article of stores was taken off. * * * * * * * In the Hon. Captain Cadogan, of the Pallas, I found a most zealous second and supporter."

In 1811, Captain Cadogan commanded the Havannah of 42 guns, employed on Channel service. On the 6th Sept. same year, observing that six chasse-marées had taken shelter under a battery of three 12-pounders, on the S. W. side of the Penmarks, he sent his first Lieutenant (the present Commander William Hamley) with the boats of the frigate, to spike the guns, and bring out or destroy the vessels, which service was performed in a very creditable manner. Four of the prizes taken on this occasion were laden with wine and brandy, as was also another which Lieutenant Hamley dismantled and set fire to; the sixth vessel had nothing on board but salt.

Captain Cadogan was subsequently sent to the Mediterranean; and after serving for some time with the in-shore squadron off Toulon, we find him proceeding up the Adriatic, where he continued co-operating with the Imperialists until the final expulsion of the French troops from the Austrian territory. The following abstract will show how greatly the enemy were annoyed by the officers and men of the Havannah, previous to the surrender of Zara, in 1813:

Jan. 6—A gun-boat, carrying 1 long 24-pounder and 35 men, boarded and carried under a heavy fire of musketry from the shore; also three merchant vessels taken. *Feb.* 7—A battery of 7 guns destroyed; two transports captured; four gun-boats, and nineteen vessels laden with ordnance stores, scuttled and left full of water. *Mar.* 22.—A large trabacolo, mounting three 9-pounders, taken; and a similar vessel laden with oil, burnt. *Mar.* 26—Five armed trabacolos, and five feluccas laden with salt, the guns of which latter vessels had been landed for their protection; and *June* 27, ten armed vessels laden with oil, captured; and 8 guns in battery on shore destroyed. (*N. B. The preceding services were performed by the boats and marines of the Havannah, under the orders of her gallant first Lieutenant* *.) *July* 18—One heavy gun-boat and two trabacolos, each of the latter mounting 3 guns, taken; two trabacolos of similar force, one gun-boat, and one armed pinnace, destroyed (by the Havannah and a sloop of war, on the coast of Manfredonia).—*Total*, 7 gun-boats, 43 other armed vessels and transports, 8 unarmed merchantmen, and several batteries containing 15 guns, captured, sunk, burnt, and demolished.

Captain Cadogan to Rear-Admiral Freemantle.

"*H. M. S. Havannah, before Zara, Dec.* 6, 1813.

"Sir,—It is with great satisfaction I have the honor to inform you, that the fortress of Zara has this day capitulated to the combined Austrian and English forces, after sustaining a cannonade of thirteen days from the English batteries," (commanded by Lieutenant Hamley), "consisting of two 32-pounder carronades, eight 18-pounders, and seven long twelves; as well as two howitzers worked by Austrians.

"As the courier which conveys this information will set out immediately, I shall defer entering into particulars until another opportunity, and confine myself to the general terms granted; which are, that the garrison are to march out with honors of war; to ground their arms on the glacis, and then to be conducted as prisoners of war, until exchanged, to the outposts of the nearest French army. The outwork of the garrison to be occupied

* Captain Cadogan's official letters will be given under the head of Commander William Hamley.

this evening by the Austrian troops, and the whole of the enemy to march out on the 9th, at ten A. M.—As soon as I can make ready a copy of the terms, I shall have the honor of forwarding them to you."

Captain Cadogan's detailed account of the operations against Zara was never published, owing to its late arrival in England; but we know that that fortress had no less than 110 guns and 18 howitzers mounted, and that its garrison consisted of veteran troops, commanded by Baron Roisé, an experienced French general. Twelve gun boats were also taken on that occasion. The following is an extract from Rear-Admiral Freemantle's official letter to the Admiralty, written at Trieste, and forwarded from thence with the above hasty despatch, overland to London:

"The judgment, perseverance, and ability shewn by Captain Cadogan, on every occasion, will not, I am persuaded, escape their Lordships' observation. With the crews of a frigate and a sloop he has accomplished as much as required the services of the squadron united at Trieste."

We much regret that it is not in our power to procure the necessary information for entering into a further detail of this very important service.

Captain Cadogan was nominated a C. B. in 1815; and the Order of the Empress Maria Theresa was conferred upon him about the same period. He married, April 4, 1810, Louisa Honoria, sister of the first Lord Wallscourt; and he is at present heir presumptive to his half-brother, Earl Cadogan.

Agents.—Messrs. Goodè and Clarke.

SIR EDWARD TUCKER,

Knight Commander of the Most Honorable Military Order of the Bath.

Was made a Lieutenant May 21, 1799; and advanced to the rank of Commander Jan. 22, 1807. His post commission bears date Mar. 23, 1807.

We first find this officer commanding the Dover frigate, under the orders of Vice-Admiral William O'Brien Drury, commander-in-chief on the East India station; by whom he was entrusted with the charge of a small squadron sent to attack the Moluccas, in 1809. Shortly after his arrival on the coast of Java, the Dover and her boats captured two brigs,

two sloops, one war junk, and fifteen proas, carrying altogether 50 guns, 4 six-inch swivels, and 380 men.

At day-light on the 6th Feb. 1810, Captain Tucker discovered two sail off Amboyna, which, after a chace of five hours, and a defence honorable to them, struck their colours, and were found to be the Dutch national brigs of war Rembang and Hope; the former of 18 long 6-pounders and 100 men, the latter of 10 guns and 68 men. Captain Tucker's subsequent proceedings will be seen by the following extracts from his official letter, addressed to Vice-Admiral Drury, on the 20th of the same month.

"SIR,—Since my letter of the 8th instant, acquainting your Excellency with the capture of the Dutch brigs of war Rembang and Hope, by H. M. S. Dover, under my command, the services of the force under my orders, and the capture of Amboyna, require that I should enter into a detail thereof.

"I have, therefore, to inform your Excellency, that being joined on the 9th by H. M. S. Cornwallis, and a Dutch sloop of war which she had taken*, I proceeded immediately up the harbour of Amboyna, and anchored in Lætitia bay, from whence we were enabled to examine tolerably well the numerous batteries erected since the English restored the island in 1803, on the different heights commanding the fort and anchorage of Victoria, as well as the anchorage of Portuguese bay.

"These anchorages are also further protected by the fort of Victoria, the sea-face of which is extremely strong; a battery close on the beach, well to the right of the fort, mounting four 12-pounders, one 8-pounder, two 6-pounders, and one brass 32-pounder; and a heavy battery built upon piles, far out in the sea, mounting nine 12-pounders and one brass 32-pounder.

"On the morning of the 16th, the plan of attack was determined upon, in consultation with Captains Montagu and (Richard) Spencer of the royal navy" (the latter commanding H. M. sloop Samarang); Captain M. H. Court, of the Hon. E. I. Company's coast artillery, commanding the troops; and Captains Phillips and Forbes, of the Madras European regiment†.

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* The Mandarine of 16 guns and 66 men, captured on the 3d Feb. A detachment landed from the Cornwallis had previously destroyed the Dutch fort at Boolo Combo, on the island of Celebes; and the boats of that frigate had made a very spirited and successful attack upon a brig lying under the fort at Manippa; the particulars of which services will be given in our memoir of Captain William Augustus Montagu, C. B.

† The Dover, Cornwallis, and Samarang being very deficient of marines,

"The arrangements for the attack were, that 401 officers and men, selected as per margin *, under the command of Captain Court, should be landed a little to the right of Portuguese bay, and advance immediately to the attack of the batteries on the heights commanding that anchorage, as well as the town and fort of Victoria; and that, at the same time, the ships should commence their attack on the fort and such batteries as they could be brought to bear upon: about 2 P. M., the boats being all out, and every thing in readiness for landing the party selected for that service, the ships were got under weigh, and stood across the bay, with the apparent intention of working out to sea; but, by keeping the sails lifting, and other manœuvres, we contrived to drift in towards the spot fixed upon for a landing, at the same time keeping the boats on the opposite side of the ships, so as not to be perceived by the enemy.

"Upon a nearer approach the preparative signal was made to bear up and sail large; the ships bore up together with a fine breeze, and passing within a cable's length of the landing-place, slipped all the boats at the same moment per signal. The troops, seamen, and marines were instantly landed, and formed agreeably to the directions issued by Captain Court, to whose report of their further proceedings I beg leave to refer your Excellency.

"The ships immediately commenced an attack upon the fort and surrounding batteries, which was continued without intermission for two hours and a half, by which time, having drifted very close in, exposed to a very heavy fire, particularly from the heights on the left of the town, with red hot shot, and the object of the attack being accomplished by the unexampled intrepidity of the troops, seamen, and marines, in storming and gaining possession of the heights commanding Portuguese bay, I took advantage of a spirt of wind off the land, and ordered the ships to anchor."

Before we proceed with Captain Tucker's narrative, it may not be amiss to shew in what manner the heights commanding Portuguese bay were carried by the detachment under Captain Court, from whose letter we shall therefore draw the necessary extracts.

"The advanced party under Captain Phillips, consisting of 30 rank and file of the second battalion of artillery, the detachment of royal marines from H. M. S. Dover, one company of the Madras European regiment, and a party of seamen from the Dover, in all about 180 men, was directed to attack the battery at Wannetoo, situated on the top of a small hill, of a most commanding height and position, and defended by five 12-pounders,

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Vice-Admiral Drury had requested the supreme government to lend the services of a detachment of artillery and two companies from one of the native regiments, which was immediately attended to.

* Dover 85, Cornwallis 105, Samarang 35, troops 176.

two 8-pounders, two 6-pounders, and two 5½-inch brass howitzers. This, the most advanced post of the enemy, and commanding the shore at Portuguese bay, was attacked with that gallantry, promptitude, and judgment, which were to be expected from the exertions and talents of that distinguished officer Captain Phillips, and was immediately carried, notwithstanding the determined opposition of the enemy, who had two officers killed, and one desperately wounded, after the entrance of our party into the battery.

"Under the able directions of Lieutenant Duncan Stuart" (commanding the 30 artillerymen), "who, although wounded, continued at his post, three of the guns were immediately brought to bear upon the enemy in his retreat, and subsequently upon the post at Batter Gantong, which had opened a fire upon our troops at Wannetoo on their taking possession thereof.

"With the remaining force, I proceeded along the heights to turn the enemy's position at Batter Gantong, situated about 1500 yards distant from, and nearly on the same level with that at Wannetoo, and which commanded the town of Amboyna and Fort Victoria. This party endured with the greatest spirit and patience a most fatiguing and troublesome march, ascending and descending hills over which there was no road, and many of them so extremely steep as to require the assistance of the bushes for the men to get up and down by. Their toils were, however, rewarded by our reaching, a little after sun-set, an eminence which effectually commanded the enemy, and by the satisfaction we experienced on finding that we had pursued the only mode of attack against this post which admitted a probability of success, otherwise than by a great sacrifice of lives. The enemy, who were collected in some numbers, retired immediately we were perceived on the heights above them, and we entered the battery without opposition, where we found four 12-pounders and one 9-pounder. * * * * * Our loss in obtaining these advantages was trifling, in comparison with the importance of their consequences, and considering the obstacles we had to surmount. * * * * * * Lieutenant Jefferies, of the royal navy" (commanding the Dover's seamen), "received a contusion in the breast, from a spent grape-shot; but I am happy to say, the service was at no period deprived of his valuable assistance *. It is but justice to the royal marines, troops, and seamen, to make known to you the steadiness with which they advanced against Wannetoo, under a heavy fire of grape and musketry: not a shot was fired until they reached the breastwork of the battery. Such a testimony of their valour and conduct, while highly honorable to the royal marines and troops, must reflect more than ordinary credit upon the seamen." * * * * * *

(Signed) "MAJOR HENRY COURT."

"During the night" (continues Captain Tucker) "40 men were landed from the Samarang, and 2 field-pieces from the Dover, under the direction

* The total loss on shore was 4 killed and 11 wounded.

of Captain Spencer, who volunteered on this occasion, and succeeded in getting the guns up the heights, over a very heavy and difficult ground.

"Day-light on the 17th shewed the very great advantage obtained over the enemy in the attack of the preceding day, as he had abandoned in the night the battery on the beach, as well as the water-battery; both of which being very low, had much annoyed the shipping. Shortly after some shells were thrown from the fort at our positions on the heights, without doing any injury, while the shot from our batteries in return, were seen to have considerable effect.

"This decided superiority, and the ships being ready to advance again, induced me, after landing and examining with Captain Court the strength of our positions, to send in a summons; and, in consequence, terms were submitted by the commandant of Amboyna, for the surrender of the island; and after some alteration the articles of capitulation were agreed to.

"At nine o'clock on the morning of the 19th, the force originally landed under Captain Court marched in and took possession of Fort Victoria for his Majesty, the enemy having previously laid down their arms on the esplanade, when the British union was hoisted under a royal salute from the fort and shipping.

"I beg leave to congratulate your Excellency on the acquisition of this important colony, defended by 130 Europeans, and upwards of 1000 Javanese and Madurese troops, exclusive of the officers and crews of three vessels sunk in the inner harbour, many of which are Europeans, amounting to 220 men, aided by the Dutch inhabitants and burghers, who were stationed in the batteries on this very formidable line of defence. I trust it will appear, that the characteristic coolness and bravery of British seamen and soldiers have seldom shone forth with greater lustre than on this occasion, in the intrepid conduct displayed by the handful of brave men which I have had the honor and good fortune to command." * * * * * *

On taking possession of fort Victoria, and the batteries on the heights to the right and left thereof, it was found that they contained no less than 215 pieces of mounted ordnance, of which number 4 were thirty-two pounders, 6 twenty-fours, 10 eighteens, 61 twelves, 36 eights, 20 sixes, and 18 small mortars. The three vessels sunk in the inner harbour were, the Dutch national brig Mandurese of 12 guns (afterwards weighed by the British), the cutter San Pan of 10 guns, and a cutter, name unknown, of 12 guns.

Shortly after the capture of Amboyna we find Captain Tucker reporting the surrender of the valuable islands of Saparoua, Harouka, and Nasso-Laut, as well as those of Bouro and Manippa. He also acquainted Vice-Admiral Drury that two large ships, a brig, and a ketch, had fallen into his hands,

having come from Souroubaya, richly laden with supplies of every kind for the governments of Amboyna, Banda, and Ternate. The capture of a national brig with specie on board, will be noticed in our memoir of Lord Selsey, who was then senior Lieutenant of the Cornwallis.

Between Mar. 5 and April 29, 1810, Captain Tucker's little squadron captured one ship, six brigs, and four sloops; all armed, and laden with supplies for Ternate, Banda, &c. A successful attack was also made by Captain Richard Spencer, upon the fort in the island of Pulo Ay, from whence that active officer removed the garrison, ordnance, and public property.

After sending all his prisoners from Amboyna and the other islands to Java, Captain Tucker proceeded to the port of Gorontello, on the N. E. part of Celebes, and succeeded in persuading the Sultan and his two sons, in whose hands the whole settlement was vested for the Dutch East India Company, to haul down the Batavian, and substitute the English colours; a ceremony which they performed with every demonstration of attachment to the British government.

On the 21st June, Captain Tucker arrived at Manado, and sent a summons to the governor of fort Amsterdam, on which and some neighbouring batteries were mounted 3 twelve-pounders, 5 eight-pounders, 10 sixes, and 32 pieces of smaller calibre. The terms offered were immediately accepted; 102 Dutch officers and soldiers laid down their arms, and 11 seamen were also taken prisoners. Along with Manado fell its dependencies, the ports of Kemar, le Copang, Amerang, and Tawangwoo: the capture thereof, as well as Gorontello, was very opportune, as large supplies were preparing at all these places, and ready to be shipped for the isles of Banda, &c. Captain Tucker's account of the reduction of Ternate, "one of the strongest islands in the Molucca seas, which he accomplished in the most gallant manner," will be found in the Naval Chronicle, Vol. XXVI., pp. 71—78.

Important as the conquest of the Spice Islands may appear in a military point of view, by so small a force as two frigates and a sloop, yet those who know them locally, and reflecting

upon the limited resources of Captain Tucker, will consider him, if possible, entitled to greater praise for his address and judgment in removing so many prisoners, finding the means of subsistence for the British garrisons, and protecting them for many months before supplies and reinforcements were received from India.

The Dover returned to Madras without the loss of a single man by sickness, and in such a complete state, that Captain Tucker immediately volunteered to accompany the expedition then about to proceed against Batavia; but circumstances prevented him from sailing with it, and his ship was unfortunately wrecked, during a hurricane which arose very soon after its departure.

Captain Tucker received the honor of knighthood May 6, 1813; and in the course of the same year we find him commanding the Inconstant frigate, on the South American station, from whence he returned to England in the autumn of 1815. He was nominated a K. C. B. Jan. 2, in the latter year.

Agent—Sir F. M. Ommanney.

JOHN EDGCUMBE, Esq.

Son of a respectable country gentleman, who is the eldest branch of the Mount Edgcumbe family.

The subject of this memoir was born on his father's estate, Edgcumbe, Milton-Abbott, near Tavistock, in the county of Devon, Dec. 9, 1775; the house in which he drew his first breath is supposed to have been built in 1292, as these figures, and the initials R. E., are still legible on its walls.

Mr. John Edgcumbe entered the naval service in Dec. 1788, under the patronage of Admiral Viscount Mount Edgcumbe; of which nobleman a memoir will be found in the Naval Chronicle, Vol. XXII, p. 177, *et seq.**

* The above peer became a Baron of Great Britain, by the death of his elder brother, May 10, 1761; and the dignity of a Viscount was conferred upon him for his voluntary and gratuitous sacrifice of several plantations on his beautiful manor in Devonshire, it having been given as the opinion of

The manner in which Mr. Edgcumbe passed his time as a Midshipman, and obtained the two first steps of his professional rank, will be seen by the following handsome testimonials, which were given to him by two officers of distinguished reputation, at a period when he was urging his claims to still further advancement.

"These are to certify, that Captain John Edgcumbe served with me as Midshipman on board the Carnatic,* Trusty, and Fairy sloop, between the years 1789 and 1791; then on board the Carysfort in the years 1793 and 1794; afterwards as Lieutenant on board the Aimable, Beaulieu, and Ganges, in 1795 and 1796: and that in consequence of the gallant conduct which he displayed when serving on board the Carysfort, in an action with a French frigate captured by that ship, I did strongly recommend him to the Earl of Chatham for promotion as soon as he should have served his time; and that during the above mentioned periods he conducted himself as became an able and zealous officer. Given under my hand, Feb. 2, 1807.

(Signed) "FRANCIS LAFOREY*."

"*Chandos Street, Cavendish Square, Feb.* 4, 1807.

"Dear Sir,—I have great pleasure in complying with your request: it is indeed only an act of justice to certify, that you served with me in the Royal George, as one of the Lieutenants of that ship, from 1797 to 1800—that you afterwards followed my fortune in the Agincourt, when I commanded at Newfoundland;—that you were embarked with me in the St. George, both whilst I commanded in the Baltic, and off Cadiz; and was at my request promoted on the peace taking place, being then first Lieute-

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military men, that their destruction was absolutely necessary for the safety of Plymouth, and the defence of its important fortress, in case of any hostile attack. This patriotic nobleman obtained an earldom in Aug. 1789; and died, much regretted, Feb. 4, 1795. His successor, the present Earl, has uniformly behaved with the greatest kindness and friendship towards Captain Edgcumbe; and we cannot refrain from noticing his Lordship's hospitality to naval officers in general, knowing, as we do, that in the years 1796, 1797, and 1798, the western squadron was called the "Mount Edgcumbe squadron," from the circumstance of the different captains spending much of their time under the Earl's roof whilst the ships they commanded were refitting at Plymouth. We have good authority for stating that the Earl of Mount Edgcumbe, although of the most unobtrusive habits, is considered one of the best classical scholars in England.

* The Carnatic was commanded by the Hon. Captain Peregrine Bertie; the Trusty bore the flag of Sir John Laforey, Bart.

nant under my flag; and that in every situation you conducted yourself like a zealous and active officer. You have my best wishes, and I am, dear Sir, faithfully yours, (Signed) "CHARLES M. POLE."

"*To Captain Edgcumbe, R. N.*"

The French frigate alluded to in Captain (now Sir Francis) Laforey's certificate, was le Castor, formerly British, rated at 32 guns, and consequently mounting long twelves on her main-deck, with a complement of at least 200 men; whereas the Carysfort was only a 28-gun, nine-pounder, frigate, and 18 of her crew were absent, so that she had 21 men less than her opponent. Both ships had carronades on board at the time of the action, and all accounts agree in stating that each had an equal number, if not of equal calibre. The British, we know, were only 18-pounders *. The opinion entertained by the Admiralty of this gallant action may be inferred from the immediate promotion of the Carysfort's first Lieutenant, and (as soon as the regulations of the service would admit) Mr. Edgcumbe, the senior Master's Mate. Captain Laforey himself was also rewarded with an appointment to a larger frigate.

In June 1804, Captain Edgcumbe was appointed to the Heron, of 16 guns and 89 men: at the close of that year we find him employed escorting a fleet of merchantmen from England to Barbadoes. An important service which he subsequently performed, at the risk of being tried by a court-martial, for leaving his station without orders, is sufficiently described in the following address, dated in London, Feb. 7, 1807:—

"Sir,—On the part of the planters and merchants of Barbadoes, I am to request your acceptance of the plate which accompanies this letter, as a small but grateful memorial of the high sense they entertain of the service rendered them in the year 1805, at a crisis of great and general alarm, and under circumstances which required in an officer the intrepid exercise of a sound and deliberative judgment.

"A combined fleet of eighteen sail of the line being among the windward Caribbean islands, and reported to be standing to the northward in a manner

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* *Errata*, Vol. I. p. 447, line 3, *for* 34 *read* 32; and line 6, *for* 32 *read* 36.
Vol. II. Part I. p. 350, line 12 from the bottom, *after* 6-pounders, *read* and 4 carronades

that threatened Barbadoes, at the request of the Governor Lord Seaforth, and of the inhabitants of that island, you undertook to secure against the expected attempts of the enemy, a fleet of considerable value then lying in Carlisle bay, to remove them from the exposure of an open road, and to convoy them in safety to England.

"*Your conduct was approved by the highest naval authority; but absence from your station, deprived you of the post rank for which you stood first on promotion with the commander-in-chief.*

"To the confident expectation that you will speedily attain to that rank which will accelerate your advance to the highest honors of your profession, we add our wishes to every honorable enterprise of your future life, and continued health and happiness. To these expressions of the general sentiment, permit me to join my own of personal consideration and particular respect. I remain, Sir, your obedient humble servant,

(Signed) "J. W. JORDAN, Agent for Barbadoes."

"*To Captain Edgcumbe, R. N.*"

The fleet which sailed from Barbadoes under the Heron's protection consisted of twenty-eight merchantmen and four transports; five of the former, being bound to Halifax and Newfoundland, parted company when in a proper latitude; the remainder, and the transports, arrived at their different ports in safety; those bound up St. George's Channel being given in charge to the Argus sloop of war, off Cape Clear; and those for the Thames, &c. keeping company with Captain Edgcumbe, who anchored in the Downs, Aug. 2, 1805. A few days after his arrival he received an address which, according to chronological order, should have taken precedence of the one we have just copied:

"*London, Aug. 7,* 1805.

"Sir,—Addresses of this nature having of late become more frequent, we should be sorry were this to be considered as one following of course, as we deem it a tribute, though small, which is justly due to your merit.

"When we reflect on the value of the convoy bound to England, committed to your charge at Barbadoes, the judicious arrangement which you made for its sailing, the unremitted attention you at all times paid to it, the inadequate force which you had for its protection, and its ultimate arrival in safety, we cannot refrain from offering you our best thanks for your conduct, which we now request you will have the goodness to accept.

"That every opportunity you can desire may be offered you of maintaining the honor of our Sovereign, as well as protecting the interests of your fellow-subjects, is the sincere wish of, Sir, your most respectful, and very humble servants."

This letter was signed by 19 masters of ships, and forwarded to Captain Edgcumbe through the Admiralty, whose secretary had previously acquainted him that their lordships *approved* of what he had done.

The *sloop of war* in which Captain Edgcumbe performed the above service was a merchant-built ship, of 339 tons, flat-floored, and having the very same masts and yards that were in her when she was purchased by government. She was a wretched sailer, and rolled prodigiously, as might be expected from her construction, and insufficiency of canvas, now that her hold was always comparatively empty. With such a vessel it would have been useless to go in pursuit of any enemy's cruiser; and Captain Edgcumbe therefore could only hope to make prizes by decoying suspicious vessels under his guns. During the Heron's first cruise, she met with what may be considered wonderful success, her lofty sides (appropriately painted), her stump top-gallant masts, and general appearance, having thrown a smuggler off his guard, and thereby enabled her commander to boast that he made one capture in the course of two years and a half. It is but justice to the memory of the late Viscount Melville to state, that he was compelled to order several vessels of the Heron's description to be purchased in consequence of his predecessor having sold many effective sloops out of the service, and the exigency of public affairs not allowing his lordship to wait until others could be built in the King's yards.

On one occasion, whilst passing Deseada and Guadaloupe, on his way to Antigua, Captain Edgcumbe observed a large schooner creeping out from under the land: there was then very little wind, but, as usual on that spot, a heavy swell; to hoist the boats out would have been impracticable, as the Heron's lower yards were not square enough to carry them clear of the side under such circumstances; therefore every thing depended upon the success of deceptive measures. After hailing the vessels under his charge, and ordering them to continue their course, Captain Edgcumbe hoisted American colours and hove too; he then dressed a young Midshipman in white, so as to resemble a lady passenger, caused him to be raised on

a platform, and one of the crew to hold an umbrella over his head. The deception took, for the schooner hoisted French colours and ran down close to the Heron's lee quarter. An English ensign and pendant were now hoisted, the half-ports knocked out, and a volley of musketry was fired; but this failed of the expected effect, for the enemy, instead of surrendering to her, attempted to board the British sloop of war. In this, however, they failed; and if Captain Edgcumbe could have depressed his guns sufficiently to fire into so low a vessel whilst along-side of him, the schooner might yet have been captured. This not being the case, a grapnel and chain attached to a hawser were lowered by a whip from the cross-jack-yard, which hooked something about her bowsprit; but fortunately for the enemy that spar was carried away by the Heron's excessive rolling, and they were thus enabled to effect their escape, after killing one man, who was shot whilst standing close to Captain Edgcumbe. During this affair, the Heron's motion was more like that of a wash-tub, when thrown overboard, than any thing that should ever be allowed to wear a King's pendant: but such was the manner in which the character of many a meritorious officer was placed in jeopardy during the late war, through mistaken notions of economy. The schooner was afterwards taken by the Cambrian frigate, and proved to be la Matilde, French privateer, of 18 guns and 130 men, commanded by "a very clever and notorious fellow," who did not surrender until after that ship's bow-guns had been playing upon him for several hours. This portion of our information is derived from a letter written by Captain J. W. Deans Dundas, who was then a Lieutenant of the Cambrian.

From Oct. 1805 until Dec. 1806, we find Captain Edgcumbe constantly employed conducting fleets of merchantmen to and from Halifax, Newfoundland, and Bermuda. Whilst on this harassing and anxious service, he rescued the crews of two water-logged American ships, and behaved with so much kindness to them, and hospitality towards their commanders, and the passengers, two of whom were ladies, as to call forth public acknowledgments of his humane and liberal treatment. One of those ships was abandoned to her fate after some va-

luable merchandise had been removed to the Heron; the other was towed safely into St. John's harbour, Newfoundland.

At the latter period, Captain Edgcumbe's health had become so much impaired through constant anxiety, fatigue, and exposure to bad weather, that on his return to England, he was advised to live on shore for a few weeks; and whilst doing so he succeeded in obtaining that rank which, two years before, he seemed certain of speedily enjoying. His post commission bears date May 11, 1807; at which time he was also appointed to the Blanche of 28 guns, on the East India station.

It will be seen by reference to our memoir of Sir Francis Laforey, that the subject of this memoir served in a tropical climate both as midshipman and lieutenant. On each of those occasions, as also when commanding the Heron, he suffered a severe attack of fever; but notwithstanding he had so little prospect of escaping disease in the East Indies, he immediately took up his appointment, and proceeded thither as a passenger on board the St. Albans 64.

Captain Edgcumbe joined the Blanche, at Bombay, early in 1808; and was soon afterwards appointed, by Sir Edward Pellew, to the Psyche 36, in which frigate he conveyed Brigadier-General (now Sir John) Malcolm and his suite to the Persian gulph, where he continued affording protection to the British embassy during four of the hottest months; and on his return from that service he received an official letter from Sir Edward Pellew's Secretary, dated Oct. 15, 1808, of which the following is an extract:

"His Excellency has directed me to express his approbation of your proceedings in the gulph of Persia, especially in the co-operation you have afforded to Captain Pasley, as chargé-d'affaires at Abusheer.

(Signed) "EDWARD HAWKE LOCKER*".

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* Brigadier-General Malcolm was sent on an embassy to the court of Persia at a critical period, Mons. Gardanne, one of Buonaparte's Generals, having already arrived there to pave the way for his master's intended attempt to conquer India; and so successful had he been, that the Hon. Company's Ambassador did not proceed to the capital, but thought it necessary to leave Captain Pasley as *chargé d'affaires*, at Abusheer, under Captain Edgcumbe's protection; and to proceed himself in the Doris frigate,

The following observations on the heat of the weather during this service, were made by Mr. G. T. Heath, surgeon of the Psyche.

"It is necessary to remark, that from the 13th May to June 29th, we were the greater part of the time at anchor in Busheer roads, making a trip occasionally to Carrack for water; the Samiel, or north-west wind, prevailed almost the whole time. This *scorching blast*, as it is generally termed, is *not* positively hot, for on exposing the thermometer to the current of the breeze, when blowing strong, the mercury fell from 82° to 76°. The effects of this wind on the human body are, an immediate dryness and parching of the skin, producing a total stop to perspiration; appetite fails; respiration is impeded; to sleep is impossible, and a general restlessness, uneasiness, and anxiety are felt, which it is impossible to describe: all these effects result from a total suppression of perspiration, which is a *cooling process*, and nature's chief mean for carrying off redundant heat. Hence I am inclined to think that the burning quality usually ascribed to this wind is not to be attributed to the *actual heat* of the wind itself, but to our own sensations of heat, arising in a secondary way from the parching of the skin. Hence we may also infer, that our own feelings are a very inaccurate measure of the actual heat of the atmosphere.

"On the 29th June, we left Busheer for Congoon, where we anchored on the 3d July, and found the heat still more intense; in the coolest parts of the ship, viz. the Captain's cabin and half-deck, the mercury generally stood at 92° or 93°, and never lower than 90°; on the quarter-deck, shaded by awnings and curtains, it frequently rose to above 100°, and in one instance to 126°. A salt dew fell in considerable quantity during the night, and the quantity was always greatest when the wind blew from the southward. While we lay at Congoon, John Spillard, a landsman, aged 30, was seized with symptoms of inflammation of the brain, which in less than three hours terminated his existence by a bursting of the blood vessels (of the brain) producing apoplexy; this, and several other cases, were easily traced to exposure of the head, (probably uncovered) to the scorching rays of the sun†".

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to Bengal for fresh instructions. During his absence, Captain Pasley proceeded in the Psyche to the mouth of the Euphrates, and from thence Captain Edgcumbe accompanied him, first in a company's cruiser, and afterwards in boats, to Bussorah, where he remained with the embassy several days, and then returned to Bombay, his protection being no longer requisite.

† At Congoon, Captain Edgcumbe, in consequence of impeded respiration and want of rest, tried sleeping in a cold salt water bath, and succeeded for ten minutes or more at a time: but, on mentioning the circumstance

After being docked at Bombay, the Psyche convoyed some vessels from thence to Point de Galle; and on her arrival there, Captain Edgcumbe received directions to embark a number of troops at Columbo, and carry them to the coast of Travancore, where he served for some time under the orders of the late Captain Charles Foote*, who sent him to co-operate with the Hon. Colonel St. Leger in the suppression of a mutiny amongst the native troops; and whilst thus employed we find him silencing a battery, and his boats, under Lieutenant Henry Garrett, destroying several vessels which were defended by black soldiers on shore, armed both with muskets and bows and arrows. On this latter occasion the Psyche had one man wounded: she subsequently captured two vessels having elephants on board for the use of the mutinous army.

Captain Edgcumbe next accompanied Captain (now Sir Christopher) Cole on his important mission to Manilla, and also to Macao, in quest of two French frigates, which were reported to be cruising in the China seas. The sufferings of the Pysche and her consort on their return from thence to India, have been noticed in our memoir of the senior officer, and it is therefore only necessary to state that the former ship had but one day's provision left when she arrived at Prince of Wales's island, from whence she escorted their valuable Dutch prize to Bombay.

The Psyche afterwards conveyed Brigadier-General Malcolm and his suite once more to Persia. In the same year (1810) she assisted at the capture of the Isle of France; and in 1811, she was attached to the expedition sent against Java. Unfortunately, a severe attack of the hepatitis obliged Captain Edgcumbe to invalid immediately after the surrender of Batavia; but before the reports of survey were signed the Psyche was ordered to receive some troops intended to attack a post which had not yielded according to the capitulation, whereupon he immediately wrote to the commander-in-chief,

to Mr. Heath the following morning, he was advised not to attempt it again.

* See Vol. II. Part II. note †, at p. 510.

expressing his wishes to remain in her until the island was completely subjugated; the result of his application will be seen by the Admiral's reply:

"*Scipion, Batavia Roads*, 30 *Aug.* 1811.

"Dear Sir,—I cannot consider the survey which has been taken upon the state of your health, by your own request, as in any manner affecting the character of a zealous officer, which deservedly belongs to you, and you are naturally anxious to maintain.

"The service on which the frigates are now necessarily employed is little better than that of temporary transports, and places them and officers in your situation in a very different point of view to what it would be if a squadron of the enemy's ships was to be attacked.

"As far as you are individually concerned, your health prevents you from discharging the duties of Captain of the Psyche, and I am sorry that there is little prospect of recovery in this climate; it almost becomes a duty upon you to take the necessary means of recovery, for without health no advantages of service can be enjoyed.

"The enemy may carry on a teasing war for some time longer, but their effective strength is destroyed; no brilliant actions can therefore be expected, and none in our line.

"I recommend you, therefore, to abide by the opinion of the officers who held the survey, and to quit the Psyche, in the fullest conviction that the most scrupulous officer cannot condemn your conduct in doing so. I have the honor to be, &c.

(Signed) "ROBT. STOPFORD."

"*To Captain Edgcumbe, &c. &c. &c.*"

On the receipt of this remonstrance and advice, Captain Edgcumbe gave up the command of the Pysche, and was ordered a passage home in the Caroline frigate. He arrived in England at the close of 1811; and it is almost superfluous to add, that he received the thanks of both Houses of Parliament, in common with the other officers who were employed in the operations against the Isles of France and Java, and their dependencies.

Agents.—Messrs. Goode and Clarke.

JOHN OAKES HARDY, Esq.

WAS made a Post-Captain Nov. 22, 1790; and subsequently commanded the Thisbe frigate, Assistance of 50 guns,

St. Albans 64, and Achille, Courageux, and Zealous, third rates. The Thisbe was present at the capture of l'Elisabeth French frigate, of 36 guns and 297 men, on the American station, Aug. 28, 1796.

In Sept. 1806, Captain Hardy was tried by a court-martial on charges preferred against him by his second lieutenant, the late Captain William Stewart, viz. for drunkenness, tyranny, and oppression; the former charge being fully proved, he was dismissed his Majesty's service. His restoration to post rank took place June 24, 1807; and the out-pension of Greenwich Hospital was bestowed upon him in Nov. 1809.

Agents.—Messrs. Maude.

WILLIAM MAUDE, Esq.

Was made a Commander Dec. 11, 1805; and promoted to post rank Sept. 26, 1807. In Jan. 1809, when commanding the Jason frigate, and employed blockading Guadaloupe, we find him reporting the capture of a French frigate, mounting 48 guns, with a complement of 330 men, which ship had been brought to action in a most gallant manner by Captain Samuel John Pechell, of the Cleopatra 32, who engaged the enemy under the fire of a battery on shore for forty minutes before the Jason could get near enough to render any assistance.

Captain Maude's last appointment was, Sept. 30, 1821, to the Salisbury of 58 guns, fitting for the flag of Rear-Admiral Fahie, commander-in-chief on the Halifax station. He married, June 19, 1813, Anne, only daughter of the late John Hallet, Esq. which lady died Aug. 5, 1818.

Agents.—Messrs. Maude.

SAMUEL HOOD INGLEFIELD, Esq.

Son of Commissioner Inglefield, R. N *. Received his first commission, in Feb. 1798; obtained the rank of Com-

* See Vol. II. Part I. pp. 62—70.

mander, April 29, 1802; and was made a Post-Captain Oct. 6, 1807.

This officer served as fourth Lieutenant of the Theseus 74, at the defence of St. Jean d'Acre, in 1799*; and was afterwards presented with a gold medal, by order of the Grand Seignior. During the first seven years of the late war he successively commanded the Hunter sloop, Bacchante 20, and Dædalus frigate, on the Jamaica station, to which he was sent with intelligence of the renewal of hostilities, in May 1803.

Whilst commanding the Hunter, Captain Inglefield captured a French armed schooner and five privateers, three of which were Spanish. In the Bacchante he assisted at the capture of another privateer; intercepted a Spanish armed vessel, and took le Griffon French national brig, of 16 guns and 105 men, after an action of thirty minutes, near Cape Antonio, in the island of Cuba. The Dædalus was one of the squadron under Captain Charles Dashwood, at the capture of Samana, and of two French privateers lying in that harbour, Nov. 11, 1808†.

On the 3rd Aug. 1809, Captain Inglefield's frigate was dismasted in a hurricane, off Porto Rico; and being found quite decayed she was paid off at Sheerness, in Sept. 1810. His next appointment was, Oct. 28, 1811, to the Malta 80, in which ship, bearing the flag of his brother-in-law, Rear-Admiral Hallowell, he was employed on the Mediterranean station during the remainder of the war. He now commands the Ganges 84, flag-ship of Sir Robert Waller Otway, K. C. B. on the South American station.

Captain Inglefield married, Oct. 21, 1816, the eldest daughter of the late Vice-Admiral William Albany Otway‡.

* See Vol. I. Part I. pp. 298—308.

† See Vol. II. Part I. p. 458.

‡ Vice-Admiral W. A. Otway died at Ryde, Isle of Wight, July 30, 1815.

EDMUND PALMER, Esq.

A Companion of the Most Honorable Military Order of the Bath.

Son of the late John Palmer, Esq. M. P., projector of the present mail-coach system, and Comptroller General of the Post-office.

This officer was made a Commander, May 8, 1804; and advanced to the rank of Post-Captain, Oct. 10, 1807. We first find him commanding the Wizard brig, at the reduction of Alexandria, in Mar. 1807*; and subsequently the Hebrus of 42 guns, on the Channel, and North American stations, in the Gironde river, and before Algiers. The following is a copy of his official letter to Sir Michael Seymour, Bart., reporting the capture of l'Etoile French frigate, after an arduous chase and a well fought action, Mar. 27, 1814 :

"Sir,—When the Hannibal and H. M. ship under my command separated on the morning of the 26th, in chase of the two French frigates we had fallen in with" (off the Isle de Bas), "we continued in pursuit of the one you were pleased to detach us after, the whole day, with all our canvas spread. About midnight she reached the Race of Alderney, and the wind scanting, we began to gain upon her fast; by the time she had run the length of Point Jobourg, leading into the bay of la Hague, she was obliged to attempt rounding it almost within the wash of the breakers; and here, after an anxious chase of 15 hours, and running him upwards of 120 miles, we were fortunate enough, between one and two A. M., to bring the enemy to battle; we crossed his stern, our jib-boom passing over his taffrail, and shot in between him and the shore, in eight fathoms water; and it falling nearly calm about this time, the ships continued nearly in the same spot until the conclusion of the action. At its commencement we suffered severely in our rigging; the enemy firing high, he shot away our fore-top-mast and fore-yard, crippled our main-mast and bowsprit, and cut away almost every shroud, stay, and brace we had. Our fire from the first, and throughout, was directed at our opponent's hull; and the ships being as close together as they could be without touching, he suffered most severely, every shot which struck passing through him. About four o'clock his mizen-mast fell by the board, and his fire ceased; when, after an obstinate contest of two hours and a quarter, he hailed us, to say that he had struck his

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* See Vol. I. Part II. p. 482.

colours. The moment we could get possession, it became necessary to put the heads of both ships off shore, as well from the apprehension of grounding, as to get them clear from a battery which had been firing at both of us during the whole action, those on shore not being able from the darkness to distinguish one from the other; fortunately the tide set us round the point, and we anchored soon afterwards in Vauville bay, in order to secure our masts as well as we were able.

"The prize proves to be l'Etoile French frigate, mounting 44 guns (28 eighteen-pounders on the main-deck, and the remainder carronades), with a complement of 320 men*; she was commanded by Mons. Henri Pierre Philibert, Capitaine de frigate, who was returning, together with la Sultane the other frigate†, from a four months' cruise to the westward. L'Etoile is a very fine ship, quite new, and sails well; she had 40 killed and upwards of 70 wounded; her remaining masts are shot through, and her hull is extremely shattered; she had four feet water in her hold at the time she surrendered. We are also a good deal cut up, several of our guns dismounted, and I have to regret the loss of some brave men, 13 killed, and 25 wounded, some of them, I fear, dangerously. Amongst the former was a most promising young gentleman, Mr. P. A. Crawley, who fell early in the action.

"I cannot, Sir, sufficiently express to you how much I have to admire in the conduct of every one whom I had the pleasure to command upon this occasion. I beg most earnestly to recommend Mr. Robert Milborne Jackson, the senior Lieutenant; as also to give my best testimony to the exertions of the junior Lieutenants (Messrs. George Addis and Horatio Bennet Cock), together with Lieutenants Griffiths and M'Laughlin, of the marines. To Mr. M'Gowan, the Master, I am much indebted, for the skill and care with which he conducted the steerage of the ship, during a period of much difficulty and peril. Mr. Maddocks, the Purser, very handsomely volunteered his attendance on deck; where he rendered good service. I cannot close this letter without observing, that I derived the greatest assistance from the professional ability of Captain William Sargent, R. N., who was serving on board with me as volunteer; and I notice with great pleasure the care and attention of Mr. Boyter, Surgeon, not only towards our own men, but to those of the enemy also. I have the honor to be, &c.

(Signed) "EDMUND PALMER."

It is stated that Captain Palmer received an honorary medal from the Board of Admiralty, for his skilful and gal-

* The Hebrus mounted 26 eighteens on the main-deck, and her established complement was 284 officers, men, and boys. We believe that l'Etoile's carronades were only twenty-fours, whereas the British frigate's were 32-pounders.

† La Sultane was taken by the Hannibal. See Vol. II. Part I. p. 296.

lant conduct on the above occasion*. We subsequently find him serving under Rear-Admiral Cockburn, in the Patuxent river, where he witnessed the destruction of Commodore Barney's flotilla, and assisted at the capture of a gun-boat and thirteen merchant schooners, together with a considerable quantity of tobacco†. The following is an extract from the Rear-Admiral's official letter to Sir Alexander Cochrane, reporting the performance of that service.

"In congratulating you, Sir, which I do most sincerely, on the complete destruction of this flotilla of the enemy, which has lately occupied so much of our attention, I must beg to be permitted to assure you, that the cheerful and indefatigable exertions, on this occasion, of Captains Wainwright, Nourse, and Palmer, and of Captain Sullivan, the other commanders, officers, and men, in the boats you have placed under my orders, most justly entitle them to my warmest acknowledgments, and my earnest recommendation to your favorable notice."

Captain Palmer was shortly afterwards ordered to join the army under Major-General Ross, and he appears to have been the only naval officer of his rank that bore a part in the battle of Bladensburgh, Aug. 24, 1814; on which day upwards of 8000 Americans were defeated by 1500 British. His conduct during the march to and from Washington is highly spoken of both by Rear-Admiral Cockburn and the military commander-in-chief ‡.

In the summer of 1815, Captain Palmer was entrusted with the command of a small expedition sent to arm and organize the French royalists in the vicinity of Bourdeaux. His proceedings up to the 14th July are described in an official letter which will be found at p. 950 *et seq.* of our second volume. The passage omitted at p. 952, is worded as follows: "Captain Palmer, who was entrusted with the service, has throughout directed it; and the accident alone of my being the senior officer, induces me to give the account to your lordship."

In a subsequent letter the senior officer acquaints Lord

* See Naval Chronicle, Vol. XXXI, p. 498.

† See Vol. I, Part II, p. 525.

‡ See *id.*, ib. *et seq.*

Keith, that the Pactolus and Hebrus had completely dismantled the forts of Verdun, Royan, de Lousac, and Miché; destroyed nearly 70 pieces of heavy artillery, and thereby secured their retreat in case of a reverse.

On the 16th July, every thing having been arranged for organising the people of the district in which they then were, the frigates ran up towards Castillon, where Captain Aylmer received a despatch from General Clausel, formally announcing to him the armistice that had taken place at Paris, and expressing a wish that he also would agree to a suspension of hostilities.

Captain Palmer had previously been sent to treat with Mons. Clausel; and from the tone of this communication, Captain Aylmer considered that it afforded him a good opportunity for continuing the negociation. He did so, and it ended in the General sending for Count de Lasteur, Baron de Montalembert, and Captain Palmer, who proceeded to Bourdeaux, and by their conciliatory conduct preserved the internal tranquillity of that city, until the troops devoted to Napoleon Buonaparte were finally disposed of; or more properly speaking, until they broke up, and returned to their homes. We must refer our readers to the Naval Chronicle, Vol. XXXIV. p. 172, for a copy of Captain Palmer's letter, describing "the enthusiasm and joy" manifested by the inhabitants of Bourdeaux at this interesting period.

In the following year Captain Palmer accompanied Lord Exmouth to Algiers, where the Hebrus sustained a loss of 4 killed and 15 wounded. He was nominated a C. B. in June 1815*.

The subject of this memoir married, Nov. 27, 1817, Henrietta, daughter of the late Captain William Henry Jervis, R. N. nephew to Earl St. Vincent.

Agents.—Messrs. Cooke, Halford and Son.

* See p. 237 of this volume.

WILLIAM AUGUSTUS MONTAGU, Esq.

A Companion of the Most Honorable Military Order of the Bath, and a Commissioner of the Stamp Office.

THIS officer was made a Lieutenant Nov. 14, 1804; and promoted to the rank of Commander Oct. 31, 1805: his post commission bears date Oct. 12, 1807.

We first find Captain Montagu commanding the Terpsichore, an old 32-gun frigate, on the East India station; where, with only 26 long twelves and 2 six-pounders mounted, and no more than 180 officers, men, and boys at quarters, he fought, and fairly beat the Semillante French frigate, mounting 40 guns, with a complement of at least 300 men. The particulars of this action, and of the five days' chase which succeeded it, will be found in James's Nav. Hist. 2d edit. vol. V. pp. 97—101*.

Captain Montagu's next appointment was to the Cornwallis, a large teak-built frigate, of 50 guns and 335 men†. In that ship he assisted at the reduction of Amboyna, &c. as will be seen by reference to p. 198 *et seq.* The following is a copy of his official letter to Captain (now Sir Edward) Tucker, giving an account of the service performed at Boolo-Combo:

"*H. M. S. Cornwallis, Jan.* 17, 1810.

"Sir,—I beg leave to inform you, that on my arrival in the bay of Bouthian, I sent a flag of truce to the officer commanding the fort of Boolo-Combo, requesting permission to water the ship; this he positively refused; in consequence of which I landed a detachment of 100 men, under Captain Forbes of the Madras European regiment, with a field-piece, to take the fort, which the enemy continued to defend until the troops were within 200 yards of the breach; the Europeans having horses ready, then fled to a small fort at Bouthian, and the native soldiers, amounting to 200, took refuge in the woods, and continued to annoy us during our stay; so that I am sorry to say we had one man killed, and nine wounded, among the latter Captain Forbes slightly.

"The fort contained 8 nine-pounders and 2 brass field-pieces, defended by 30 Dutch soldiers, and the 200 natives already mentioned. Eleven small

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* See also Naval Chronicle, Vol. XXI. p. 23.

† See p. 169.

vessels, from 20 to 50 tons, hauled up under its protection, we burnt; and, previous to abandoning the fort, we spiked the guns, brought off the ammunition, and burnt the public buildings."

On the 1st Feb. 1810, perceiving a brig lying under the fort at Manippa, with Dutch colours flying, Captain Montagu sent three boats to bring her out. This service was performed with great judgment by Lieutenant Vidal, under a heavy fire of musketry and grape, the vessel being very close to the shore. The prize was bound to Amboyna, with a cargo of turtle, fowls, fruit, and sago, which afforded a seasonable supply to the ship's company of the Cornwallis.

Two days afterwards Captain Montagu captured the Dutch corvette Mandarine, of 16 guns and 66 men. His conduct at Amboyna is thus spoken of by Sir Edward Tucker.

"To Captains Montagu and Spencer, the greatest praise is due, for the able support afforded by them in the attack on the forts and batteries, where a difficult navigation, with baffling winds and strong currents, required the greatest judgment in the management of the ships."

Captain Montagu's official letter reporting the capture of the Margaretta Dutch national brig, Mar. 2, 1810, will be given in our memoir of Lord Selsey, who had the direction of the boats employed on that occasion.

From this period we lose sight of Captain Montagu until Nov. in the same year, when he was entrusted with the command of the naval brigade landed to assist at the reduction of the Isle of France. The following paragraph is extracted from the general orders issued by Major-General the Hon. John Abercromby after the defeat of the French troops before Port Louis, Dec. 1, 1810:

"Major-General Abercromby is happy also to acknowledge the steadiness shewn by the 12th and 22nd regiments; and he feels himself particularly grateful for the zealous exertions of a detachment of seamen landed from the squadron, under the command of Captain Montagu; he requests to offer him, and the officers and men under his command, his sincere acknowledgments for the service which they have rendered to the army."

In another general order, promulgated subsequent to the surrender of that valuable colony, there appears another paragraph, no less complimentary to the navy:

"The exertions and able assistance received from Captain Montagu, R. N. and the officers and seamen with the army on shore, have been too con-

spicuous not to have attracted the observations and acknowledgments of every individual. Major-General Abercromby must, however, request that Captain Montagu will be pleased to convey to those who were under his command the impression which their conduct has made on his mind."

During the latter part of the war, Captain Montagu commanded the Niobe frigate. He was nominated a C. B. Dec. 8, 1815; appointed to the Phaeton of 46 guns, on the peace establishment, Oct. 29, 1819; and put out of commission Sept. 23, 1822. He married, Aug. 26, 1823, Anne, third daughter of Sir George William Leeds, Bart.

Agent.—Sir Francis Ommanney.

JOHN BASTARD, Esq.

M. P. for Dartmouth.

Was made a Lieutenant April 6, 1804; and promoted to the rank of Commander May 22, 1806. His post commission bears date Oct. 12, 1807.

When commanding the Rattlesnake sloop of war, on the East India station, Captain Bastard chased la Bellone French frigate-built privateer into the hands of Captain Robert Plamplin, by whom she was captured July 9, 1806 *.

At the commencement of the late war with America, we find him commanding the Africa 64, bearing the flag of Vice-Admiral Sawyer, on the Halifax station. He married, Oct. 7, 1817, Frances, eldest daughter and co-heiress of the late Benjamin Wade, of New Grange, Yorkshire, Esq.

Agent.—J. Copland, Esq.

VALENTINE COLLARD, Esq.

Is a nephew to Admiral Sampson Edwards, and to the late Captain Valentine Edwards, who unfortunately perished in the Sceptre 64, at the Cape of Good Hope, Nov. 5, 1799 †.

* See Vol. I., Part II., p. 642.

† The Sceptre was driven on shore in Table bay, and totally wrecked, during a violent gale of wind; by which disaster her Captain, 2 Lieutenants,

Mr. Collard entered the naval service as a midshipman on board the Shark sloop of war, commanded by his uncle Valentine, in which vessel he served on the N. E. coast of Scotland, from May 22, 1783, until Dec. 11, 1787; when he joined the Champion a 24-gun ship, under the command of Captain Sampson Edwards, with whom he continued upwards of three years.

During the remainder of the peace, we find Mr. Collard serving as master's mate of the Iphigenia frigate, Captain Patrick Sinclair; and on the 16th Mar. 1793, he appears to have been removed into the St. George 98, bearing the flag of Rear-Admiral John Gell, under whom he shortly afterwards sailed for the Mediterranean. The recapture of a Spanish galleon by that officer's squadron, April 14, 1793, has been described at p. 757 of our first volume.

The St. George formed part of Lord Hood's fleet at the occupation of Toulon, in Aug. 1793; and was almost constantly engaged with the republican batteries from the 19th until the 24th of the following month, she being then stationed in the N. W. arm of the inner road, to defend the head of the harbour, and to cover the fort of Malbousquet on the side next to the water.

In Oct., same year, Mr. Collard assisted at the capture of a French frigate and two armed tartans, which had broken the

the Master, 4 Midshipmen (one of whom was the Captain's son), 2 warrant officers, and about 280 men lost their lives. Most of the other officers were then at a ball, and thereby preserved from the same melancholy fate. The following is a list of those gentlemen who were either saved from the wreck, or were on shore when the dreadful accident took place:—

Lieutenants James Pengelly, Thomas Tudor Tucker*, and the Hon. Alex. Jones*; supernumerary Lieutenants Nisbet Josiah Willoughby*, William Dredge, and Robert Smart; Messrs. John Douglas and Benjamin W. M'Gibbon, marine officers; James Shaw, master's-mate; James Spink, T. H. Buddle, Stephen Popham*, James Pettet, Charles William Chalmers†, and John Thompson, midshipmen; John Bury, surgeon; John Dredge, purser; and the Rev. Thomas Tringham, chaplain. The carpenter and about 109 men were also saved.

* Now Captains.

† Now Commander Sir C. W. Chalmers, Bart.

neutrality of Genoa, in direct opposition to the remonstrances of the senate and government*. On his return from that service, he was appointed by Lord Hood to command one of the latter vessels, manned as a tender, and sent in her to Sardinia, with despatches for Commodore Linzee. He also received his first commission from the same source, bearing date Nov. 17, 1793, and appointing him junior Lieutenant of the Tartar frigate.

Early in the ensuing year, we find Mr. Collard commanding the Petite Boston schooner, in which vessel he was actively employed during the sieges of St. Fiorenzo and Bastia†. From July 5, 1794, until Dec. 10, 1796, he served in l'Eclair of 20 guns, on the Mediterranean station; and at the latter period he was removed into the Britannia, a first rate, bearing the flag of Vice-Admiral Charles Thompson, of which ship he became senior Lieutenant previous to the defeat of the Spanish fleet off Cape St. Vincent, Feb. 14, 1797‡. His promotion to the rank of Commander took place on the 8th of the following month.

Captain Collard was very soon afterwards appointed to the Fortune sloop of war, which vessel he had the misfortune to lose, near Oporto, July 19, 1797; and from that period we lose sight of him until his appointment to the Vestal frigate, armed *en flute*, Feb. 6, 1800.

In that ship, Captain Collard assisted at the reduction of Genoa§; and subsequently accompanied the expedition to Egypt, where he served with great credit until the termination of the campaign, when he received a gold medal from the Turkish government, in common with numerous other officers. The Vestal was paid off April 26, 1802.

Early in July 1804, Captain Collard obtained the command of the Railleur sloop, and was again placed under the orders of Lord Keith, who entrusted him with the charge of the St. Vincent, one of the principal explosion vessels attached to the

* See Vol. II., Part I., p. 77.
† See Vol. I., pp. 250—252.
‡ See *id.* p. 21 *et seq.*
§ See *id.* p. 53, and note at ditto.

catamaran expedition, of which we have made mention at p. 45, *et seq.* of this volume. On the 24th April, 1805, he assisted at the capture of seven schuyts, carrying, altogether, 8 twenty-four-pounders, 1 twelve, 9 sixes, 1 brass howitzer, and 168 men *.

Captain Collard conducted the naval operations in the river Weser during the occupation of Hanover by an Anglo-Russian army, under Lord Cathcart and General Bensingen, in 1805-6; he also superintended the re-embarkation of the British troops, and convoyed the last division of transports to the Downs, where they arrived in the month of February. His zealous exertions whilst holding that arduous command, obtained him the public thanks of Lord Cathcart, and led to his subsequent promotion †.

From May 1806, until the close of the same year, Captain Collard commanded a small squadron of sloops and gun-brigs, employed affording protection to the trade passing up and down the Baltic. Early in 1807, he returned to the same station, and continued there as senior officer until the arrival of Admiral Gambier; to whose fleet he was attached during the operations against Copenhagen. His post commission bears date Oct. 13, 1807.

Captain Collard's subsequent appointments were, Nov. 19, 1807, to the Majestic 74, bearing the flag of Rear-Admiral T.

* See Vol. II. Part I., p. 180.

† A treaty of alliance between Great Britain and Russia was signed at St. Petersburgh, April 11, 1805. In the following autumn, Lord Cathcart was ordered to that capital as Ambassador; but after much intercourse with Mr. Pitt, he was finally sent to take the command of the British army in Hanover. His lordship accordingly proceeded to the Weser, acquired an entire ascendancy over the senate of Bremen, and obtained all that was necessary to the establishment of his head-quarters in that city. The battle of Austerlitz, however, changed the aspect of affairs, and that event was soon followed by the death of Mr. Pitt; the new administration determined to recal the army, and so great were Captain Collard's exertions in providing the means of embarkation, that the whole of the troops, artillery, stores, &c., were shipped on the thirteenth day, although fifteen days was stated to be the shortest space of time in which that service could possibly be performed.

M. Russell, commander-in-chief on the North Sea station; June 14, 1809, to the Gibraltar of 80 guns, during the absence of Captain Henry L. Ball, who was then attending Lord Gambier's court-martial; Oct. 21, following, to the Cyane, 22, *vice* Captain (now Sir Thomas) Staines; and Jan. 9, 1810, to the Dreadnought 98, flag-ship of Rear-Admiral Sotheby, with whom he continued on Channel service until Sept. 13, 1810, since which period he has not held any command.

Since writing the above we have been informed that Captain Collard, when a youngster on board the Shark, and endeavouring to outstrip other aspirants in the art of climbing, missed his hold of the main futtock-shrouds, fell overboard, and was saved by a marine jumping after him: two similar acts of humanity appear to have been performed by himself, when commanding the Vestal and Railleur, under circumstances of considerable difficulty and peril; his successful exertions on those occasions procured him the appellation of "the animated life-boat," and would doubtless have obtained him the gold medal of the Royal Humane Society, had he thought proper to have made a timely application for that mark of distinction.

Captain Collard's first lady died at Teddington, co. Middlesex, June 5, 1821; he married, 2dly, Sept. 25, 1823, Mary Ann, daughter of George Kempster, Esq. Two of his brothers lost their lives in the naval service, viz. James, a master's-mate of the Terpsichore, died about 1794; and Sampson, a Lieutenant, perished in the York 64, on the North Sea station, about Jan. 1804.

JOHN FYFFE, Esq.

This officer was made a Lieutenant, April 24, 1782; but did not obtain his next step until 1798. He commanded the Cyclops, troop-ship, on the expedition against Quiberon, in 1798; and received a gold medal from the Grand Seignior, for his services during the Egyptian campaign.

Captain Fyffe's next appointment was to the Reindeer of

18 guns, in which sloop he captured and destroyed several French privateers on the Jamaica station; where he also fought a gallant action with two national brigs, each carrying 16 long 6-pounders and 120 men. The subsequent capture of these vessels by the Pique frigate has been related at p. 736 of our second volume. Captain Fyffe's post commission bears date Oct. 13, 1807.

Agent.—J. P. Muspratt, Esq.

EDWARD CHETHAM, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer is a son of the late Thomas Chetham, of Mellor Hall, co. Derby, Esq. Surveyor-General of the Customs, London, by Anne, sister to the late Colonel Strode, of South Hill House, in the parish of West Cranmer, Somersetshire *.

Mr. Edward Chetham was born in July, 1775; and he entered the naval service in 1786; but does not appear to have joined any sea-going ship until May, 1789, at which period he was received as a Midshipman on board the Centurion 50, bearing the flag of his patron, the late Admiral Philip Affleck†, who had recently been appointed commander-in-chief on the Jamaica station.

Early in 1790, Mr. Chetham was sent in pursuit of two marines, who had committed theft and afterwards deserted from their post, whilst on duty at Port-Royal dock-yard. On coming up with those culprits, he found himself under the necessity of firing at one of them, and thereby wounded him in the side, after which they both submitted to be taken back as prisoners. Mr. Chetham's conduct on this occasion gave

* Colonel Strode successively commanded the Supplementary Somerset Militia, and the Bath volunteers. He died in 1807, leaving his estate to Captain Chetham's eldest brother, who assumed the surname of Strode in addition to his own patronymic; and is at present Colonel of the local militia. The Strodes are descended from Wm. Strode, Esq., one of the five proscribed members of the House of Commons, in the reign of Charles I.

† See Vol. I., note † at p. 568.

great satisfaction to the Admiral, who would have promoted him immediately had he been qualified to receive a commission; but unfortunately his probationary term did not expire until their return to England.

Previous to her departure from the West Indies, the Centurion was actively employed at the different French ports in St. Domingo, in consequence of a formidable insurrection among the negroes, which threatened destruction to that colony*. She was paid off in Aug. 1792.

Mr. Chetham next joined the Duke 98, flag-ship of Lord Hood, who shortly afterwards placed him under the present Vice-Admiral Hanwell, then commanding the Scout sloop of war, with whom he continued until removed into the Victory of 100 guns, bearing his lordship's flag, at Toulon, in Dec. 1793.

From this period, Mr. Chetham was engaged in a series of active and arduous services (including the evacuation of Toulon, and the sieges of St. Fiorenzo, Bastia, and Calvi †) till his promotion to the rank of Lieutenant, Aug. 18, 1794. On that occasion he was appointed to the Agamemnon 64, commanded by the immortal Nelson, under whom he bore a part in the actions off Genoa, Mar. 13 and 14, 1795 ‡.

To his infinite regret, Lieutenant Chetham was soon obliged to quit the Agamemnon, a wound rendering it necessary for him to return home, where he arrived about July in the same

* The succours sent from Jamaica to St. Domingo retrieved the affairs of the planters; and so strong was their gratitude to the English, and their indignation at the conduct of the National Assembly, to whom they justly ascribed the negro insurrection, that a general wish was expressed throughout the colony, to shake off the authority of the latter, and seek a remedy for their distresses under the protection of Great Britain. The English cabinet, however, instead of following the example of France in a former instance, did not attempt to profit by this disposition of the planters, although the mother country was then in too distracted a state to have effectually opposed any attack. The atrocities committed, both by the French and the blacks, during the civil war in St. Domingo, have been briefly noticed at pp. 604—606 of our first volume.

† See Vol. I. pp. 466, 251, and 252.

‡ See *id.*, note at p. 340.

year. His next appointment was, Nov. 1795, to the Defiance 74, in which ship he served on the Channel station, for a period of three years. The terrible fate with which he was menaced during the general mutiny will be seen by reference to p. 242 of our first volume.

From that painful subject, we now feel great pleasure in directing the reader's attention to a most gallant exploit—the capture of la Vengeance French frigate, mounting 52 guns, by la Seine 48, to which ship Lieutenant Chetham had been appointed in Nov. 1798. An account of that action will be found under the head of Sir David Milne, K. C. B.* The following is an extract from his Captain's official letter to Lord Hugh Seymour, dated off St. Domingo, Aug. 22, 1800:

"The behaviour of the officers and ship's company was such as has always characterised British seamen. To my first Lieutenant, Mr. Chetham, I am greatly indebted for his cool and steady behaviour, and for the amazing fire kept up from the main-deck, which nothing could surpass."

It is scarcely necessary to add that Lieutenant Chetham was immediately advanced to the rank of Commander, a just reward for his gallant conduct. He, however, appears to have continued with Captain Milne, in la Seine, on the West India station, until May 1801. We shall now give an outline of the services by which he attained his subsequent promotion.

After remaining on half-pay nearly three years, Captain Chetham was appointed to the Sally hired armed ship, and principally employed affording protection to the Baltic trade. In April, 1807, being then at Elsineur, he took upon himself the responsibility of proceeding to Dantzic, in consequence of the British Consul having hinted to him by letter that the ship he commanded might be of service in checking the operations of the enemy, whose grand object at that period it was, to secure the possession or command of the countries which he had over-run, by reducing the fortresses which still held out on the Vistula, the Pregel, and the Oder. It may

* See Vol. I. p. 681. *N. B.* La Seine had previously been employed on the coast of Africa.

not be amiss to remark, that the great battle of Eylau had afforded Napoleon Buonaparte sufficient leisure, and ample means, to prosecute the siege of Dantzic, and that the investment of that city was completed on the 2d April, 1807.

Captain Chetham, having taken the Charles hired armed brig under his orders, arrived off Dantzic, in company with that vessel, on the 12th of the same month, and immediately volunteered to protect the entrance of Fairwater haven, which had previously been attacked by part of the powerful French army under Marshal Lefebvre. This handsome offer was thankfully accepted by the Prussian commander-in-chief, General Kalereuth; and the Sally accordingly moved into Fairwater, where she was moored so as to flank an isthmus that the enemy would be obliged to pass in order to renew their attack.

On the 17th April, Captain Chetham made a desperate attempt to open the communication between Dantzic and Fort Weeickselmunde, by crossing the bar, and warping and towing his ship up the Vistula, towards the Great Hollands, a position on the Nehrung, at the point of the Holmen, which the enemy had taken possession of, in order to intercept all supplies intended for the Prussian garrison, and at the same time to secure a ready communication between the different divisions of Marshal Lefebvre's army*. On this occasion Captain Chetham lightened his ship sufficiently to pass the bar, by putting all her stores on rafts in Fairwater haven.

At 6-30 P. M., the Sally commenced action with upwards of 2000 French troops, who had strongly entrenched themselves at the Great Hollands, where they were also sheltered by the ruins of some houses lately burnt, and supported by three pieces of artillery, as likewise by a small battery at Legan, on the opposite bank of the river. General Kalereuth and his brave garrison were the admiring spectators of this heroic act, which, although not completely successful, had

* The Nehrung, or Frisch Nerung, is a tongue of land extending from the main branch of the Vistula nearly to Pillau, and separating Fairwater from the Baltic sea.

the good effect of inspiring them with additional energy and confidence.

By 9 o'clock, the Sally's larboard guns were all disabled; her masts, sails, and rigging much damaged; and half her crew, including Mr. James Edwards Eastman, the first Lieutenant, wounded. To bring her starboard broadside to bear, and at the same time to maintain her position, was impossible; there being then no wind, and the current running with great rapidity. Captain Chetham was consequently obliged to drop down to his former station, where he had the satisfaction of receiving a handsome letter from General Kalereuth, of which the following is a copy:

"SIR,—I return you hearty thanks for your endeavours the day before yesterday to re-establish the communication; and although they were not completely successful, owing to the wind not favoring, I feel myself nevertheless much indebted to you for them, as well as for the station you have taken in Fairwater, to protect that fort, which I consider perfectly safe while you are there; and I trust in your praiseworthy zeal and attachment to the good cause, that, when circumstances and the weather permits, without exposing your ships, you will not discontinue to make such attempts as may re-establish the communication which is so necessary. The interruption to it is so much the more painful, as it deprives me of the pleasure of seeing you, and repeating the perfect regard with which I remain, Sir, your most obedient servant,

(Signed) "KALEREUTH."

"*Dantzic, 19th April*, 1807."

("*Translated and attested by Alexander Gibson, junior.*")

Some idea may be formed of the close nature of this conflict when we state, that more than 1000 musket-balls were found sticking in the Sally's larboard side; and that the enemy's loss, according to information received a day or two afterwards, amounted to upwards of 400 killed and wounded. Captain George Sanders, of the Falcon sloop, then lying outside the Fairwater, his first Lieutenant and Purser, served under Captain Chetham as volunteers on the above occasion *.

* The Falcon, of 14 guns, was lying in Dantzic bay when Captain Chetham arrived there from Elsineur, but she never entered Fairwater haven, nor were any of the Sally's stores ever put on board that vessel, as has been stated by other writers. Captain Robert Clephane, of the Charles, was ordered to remove his brig thither, on the 24th April, to protect fort

Early in May, Captain Chetham despatched the Falcon to Pillau, the sea-port of Koningsberg, in consequence of Lord Hutchinson, who was then at the head-quarters of the allied armies, having requested him to send a vessel thither, to act as circumstances might require.

About this period a council of war was held, at which the King of Prussia and the Grand Duke Constantine attended. The subject of their deliberations was the dangerous situation of Dantzic, which city the French had already attempted to storm; and it was finally agreed that an effort should be made to throw succours into the garrison by sea.

In pursuance of this resolution, the Russian General Kaminsky embarked with Captain Sanders, through whose activity the troops under that officer's command were speedily conducted to Dantzic bay; and on their arrival, May 12th, no time was lost in transporting them, by the boats of the Sally and her consorts, to Fort Weeickselmunde, where the General made immediate preparations for fighting his way to the city. In this he would probably have succeeded, had he delayed his attack upon the enemy's entrenchments until the wind became favorable for the Sally to co-operate with him, according to Captain Chetham's suggestion; but unfortunately he did not feel justified in doing so, and although at first successful, he was ultimately obliged to retreat with immense loss, Marshal Lefebvre having sent over a large reinforcement, and thereby reversed the situation of the parties opposed to each other on that side of the Vistula. Captain Chetham, on this occasion, used every effort to get the Sally across the bar, but without effect, the water being then very low, owing to the prevailing winds: he, however, had the satisfaction of finding that his exertions and intended co-operation were properly appreciated by General Kaminsky, who afterwards made a very flattering representation of his conduct to the Emperor Alexander.

During these disastrous operations in the Nehrung, Captain

Weeickselmunde in case the Sally should go up the Vistula again, and he appears to have rendered himself very useful during the whole of the operations in that quarter.

Chetham received orders to return to Elsineur, and convoy a fleet from thence to England; but at the solicitation of General Kaminsky (conveyed by letter) he remained in Fairwater, and desired the commanders of three praams, who arrived off Dantzic about the 13th May, to follow his directions*. This deviation from his instructions was subsequently approved by the Admiralty.

On the 17th May, Captain Chetham determined upon making an attempt to supply Dantzic with ammunition; and he accordingly ordered the Dauntless to the mouth of the Vistula, for the purpose of forcing a bridge which the enemy had constructed, and of conveying 600 barrels of gunpowder to the besieged garrison; but this design was likewise frustrated through adverse circumstances, for on her way thither, with studding-sails set, the praam suddenly broke round off; and, owing either to the ignorance or obstinacy of her pilots, she grounded on the Holmen, within half-musket shot of the enemy's batteries. On witnessing this disaster, Captain Chetham immediately hoisted his top-sails, and sent to the Valorous for volunteers (the Sally having only 20 effective men on board); but before his boat could return he was informed by a Russian officer that the Dauntless had struck her colours, and any further effort to assist her would consequently have been useless.

It is foreign to our plan to enter much into the details of the subsequent events in Western Prussia, they being almost entirely of a military nature: suffice it to say, that General Kaminsky was conveyed back to Pillau by the Falcon, some of his troops accompanying him in that sloop; the others embarked on board the Charles, and the vessels in which they had arrived under the protection of Captain Sanders: that General Kalereuth was obliged to capitulate, about six weeks prior to the famous treaty of Tilsit; and that Colonel Schuler, the gallant defender of Weeickselmunde, and his garrison, were rescued by Captains Chetham and Mangin, who succeeded in

* Captains Christopher Strachey, Reuben Caillaud Mangin, and Alexander Richard Mackenzie; of the Dauntless, Valorous, and Combatant.

bringing them off at a very critical moment, the enemy being then in the act of entering the fort, with such a force as would have rendered the most determined resistance unavailable.

We next find Captain Chetham proceeding to Pillau, where he received the personal thanks of the Prussian monarch for his bravery on the 17th April, as also for the other services performed by him during his continuance in Fairwater, a period of nearly six weeks. It was in consequence of his dashing conduct on that day, his unremitted endeavours to relieve the garrison of Dantzic, and his zealous behaviour on other occasions, whilst commanding the Sally, that the Admiralty were pleased to include him in the promotion which took place among the officers of Lord Gambier's fleet, Oct. 13, 1807.

In June, 1809, the subject of this memoir was appointed acting Captain of the Illustrious 74; in which ship he accompanied the expedition to the Scheldt, where we find him actively employed, landing troops and artillery, until Aug. 9, when he was superseded by her proper commander, the late Captain William Robert Broughton.

For eight months from this period, Captain Chetham appears to have laboured under the effects of the Walcheren ague and fever, with which he was afflicted at the time of his departure for England. In June 1810, however, we find him sufficiently recovered to accept another command; and he was accordingly appointed to the Leyden 64, armed *en flute*; in which ship, when passing through the straits of Messina, with troops sent out to defend Sicily, he was warmly engaged with the enemy's batteries and flotilla, she being becalmed within gun-shot of the Calabrian shore. He was subsequently employed conveying troops to and from England, Lisbon, and the Mediterranean.

Captain Chetham's next appointment was, May 7, 1812, to the Hamadryad frigate; but as she was then at sea, he did not assume the command of that ship until her arrival at Spithead, on the 13th of the following month.

After watching the harbour of Cherburgh for about two months, Captain Chetham proceeded to the Baltic, where he

commanded a small detached squadron during the remainder of 1812. In Oct. he reported the capture of a Danish row-boat, mounting 2 brass guns and 1 swivel, with a complement of 30 men; and le Pilotin French lugger privateer, of four 12-pounder carronades and 31 men. The former vessel was taken by a single boat's crew, under the command of his first Lieutenant, Mr. Horace Petley; the latter by a detachment of boats, under the directions of the same gallant officer, assisted by Lieutenant Frank Cutler, of the Clio *.

In the evening of Feb. 28, 1813, when off Beachy Head, on her return to the Baltic station, the Hamadryad was fired at by a French lugger, which had been skulking under the land. Captain Chetham immediately tacked, brought the enemy under his lee-guns, and returned the salute with a few shot; but unfortunately the lugger persisted so obstinately in her endeavours to escape, that she overset and sunk at such a distance from the frigate as precluded the possibility of saving any of her crew.

During the whole of the ensuing season, Captain Chetham commanded a light squadron stationed in the Sleeve; and at the close of the year he captured the Abigail, Danish national cutter, with a cargo of naval stores, from Fredericksvarn bound to Copenhagen.

In 1814, the Hamadryad was employed on the Newfoundland station, from whence she towed the Paragon, a dismasted merchant ship, with a very valuable cargo, to Halifax. For this service, performed during a heavy gale of wind, Captain Chetham received the public thanks of the merchants to whom she was consigned. The Hamadryad returned home in Jan. 1815, and was paid off at Woolwich on the 7th of the following month.

Captain Chetham's last appointment was, May 1816, to the Leander 60, fitting for the flag of Rear-Admiral Milne, commander-in-chief on the Halifax station. The cause of that ship being afterwards placed under the orders of Lord Ex-

* Three Danish luggers, of 2 guns each, came out from Rodlye to support le Pilotin, but retreated on the advance of the British boats.

mouth may not be generally known, and we shall therefore state it.

On his return from the coast of Barbary, in June 1816, Lord Exmouth found that government had determined to chastise the Algerines for their renewed aggressions, and that he had been selected to command the expedition destined against their capital. Having re-hoisted his flag, his lordship went on board the Boyne and every other ship of his former squadron, in order to procure men for the intended service; but, astonishing as it may appear, the total number of volunteers did not exceed seven or eight! Upon hearing this, Captain Chetham immediately waited upon the noble Admiral, and offered the services of the Leander and her crew, stating that he was confident his men would go any where with him. It is almost needless to add, that this spirited offer was thankfully accepted, and that, by return of post, an order was received from the Admiralty for the Leander to be put under Lord Exmouth's immediate directions. The following minutes of the desperate battle in which she was consequently engaged are copied from her log-book, for the purpose of shewing in what a dangerous situation she was placed on the memorable 27th Aug. 1816:

"At day-light, observed the city of Algiers bearing W. S. W. At eight, light airs inclining to calm. Observed a French frigate working out of the bay. H. M. S. Severn hoisted a flag of truce, and despatched a boat towards the city. At ten, hoisted out all the boats, and prepared them for service. At noon, the French frigate joined company. Observed the Severn's boat pulling out from the city. P. M. at 2-30, Lord Exmouth made the general signal, "Are you ready?" which was immediately answered, "Ready." He then made the signal to bear up—bore up, Leander within her own length of the commander-in-chief standing in for the mole, observed the enemy's batteries crowded with men, and their gun-boats prepared to board. At 2-40, clewed up our sails, following the motions of the commander-in-chief, who, at 2-45, anchored abreast of the Mole, and *within half pistol-shot*. At 2-47, Leander anchored in her station, close a-head of the Queen Charlotte, *in five fathoms water*, when the enemy opened a most tremendous fire, which was instantly returned by the broadsides of the Queen Charlotte and Leander, the fleet anchoring in the stations assigned them, and opening a vigorous fire. Observed that our fire had totally destroyed the enemy's gun-boats and row-galleys, and defeated their intention

of boarding. The battle now raged with great fury, officers and men falling very fast. At 3-50, an officer of the Hebrus came from the commander-in-chief, with orders to cease firing, to allow the enemy's frigate moored across the Mole to be set on fire, which was done in a gallant style by a boat from the Queen Charlotte. At 3-55, a vigorous firing was recommenced on both sides. Our flat boats throwing rockets with good effect, some magazines were observed to explode. At 4-10, *the enemy's frigate burning with great rapidity, and drifting near us*, the commander-in-chief sent an officer to direct us to haul out clear of her. At 4-15, the commander-in-chief made the signal for barges and pinnaces. Sent our boats to Queen Charlotte, under the command of Lieutenant (George Mitford) Monke. At 4-30, Lieutenant Monke returned, with orders from the commander-in-chief to keep the boats in readiness to assist the Leander. Perceiving the ship on fire to be drifting past us, kept our station. At 6-30, observed the city on fire in several places, and the Mole-head and other batteries near us almost demolished; the enemy re-mounting guns, we continuing a smart cannonade. At seven, found the batteries abreast of us to slacken, but we were greatly cut up from batteries on the starboard bow. Run a hawser to Severn, and hove our broadside to bear on them. At 7-25, the whole of the enemy's ships in the Mole were observed to be on fire; our masts, yards, sails, and rigging, at this period, so entirely cut to pieces, as to prevent us, if necessary, setting a sail on the ship; officers and men falling fast, and a great proportion already killed and wounded; but our fire continued with unabated fury; enemy's fire considerably slackened; *ships on fire drifting near us*, hauled on our spring fast to Severn, but found it shot away; made it fast again, and cut the small bower, *to haul out of the way of the ships on fire*. At 9-45, the fleet hauling and towing out; but from the state of the masts, sails, and rigging, found our own exertions ineffectual to haul or tow out; our hawser, which was fast to Severn, being gone, and no other ship near us. Lowered the gig to send Lieutenant (Thomas) Sanders, to inform Lord Exmouth of our situation, but the boat was sunk, and the jolly boat, which that officer and crew then embarked in, was also sunk a short distance from the ship. The crew being picked up by the flat-boat, she proceeded to the commander-in-chief, who immediately ordered assistance to be sent to us. At 10-30, cut the stern cables, boats towing; made another hawser fast to the Severn, which, with a light air off the shore, enabled us to move out slowly, and *clear the ships on fire*. Enemy re-commenced a heavy fire of musketry upon us; fired grape and cannister occasionally to dislodge his small-arm men. At 11-25, ceased firing, the ship drawing fast out of the bay. Light breezes with thunder and lightning. At mid-night answered the signal for the fleet to anchor."

On this glorious occasion, the Leander is said to have expended 22,800 pounds of gunpowder, 4116 round shot, and

an ample proportion of grape and cannister*. Her loss consisted of 17 persons killed, and 118 wounded.

We have already stated that Lord Exmouth was created a Viscount for his brilliant achievement; that Rear-Admiral Milne was made a K. C. B., and that the bearer of the duplicate despatches, Captain James Brisbane, was knighted, in consequence of so brilliant a victory. Captains Ekins, Aylmer, Wise, Maitland, Paterson, and Coode, also, were nominated Companions of the Bath; but Captains Brace, Palmer, and Chetham, having the C. B. already attached to their names, were not honored with any fresh mark of distinction, except that of receiving the thanks of Parliament, in common with their brother officers who were otherwise rewarded. The cause thereof has been stated at p. 261 of our second volume. They had the satisfaction, however, of being informed by Viscount Melville, that the Prince Regent was "fully aware of their meritorious conduct off Algiers," and that H. R. H. duly appreciated "the skill, valour, and perseverance with which the ships under their command were fought in that long and arduous conflict."

The Leander subsequently proceeded to her original destination, from whence she returned with Sir David Milne, at the expiration of that officer's command. The following is an exact copy of a letter which was put into Captain Chetham's hands, *by the Secretary to Neptune*, when crossing the tropic, in 1819:

"*To Edward Chetham, Esq. C. B. Captain of H. M. S. Leander.*

L. S. "We send this greeting to thee from our most potent Kingdom, considering thee as one who has had our most peculiar regard and esteem from thy earliest entrance into our maratime affairs. We have not lost sight of thee during the glorious struggle thou didst aid and assist thy country (our special care) to maintain her liberty during a series of years in the midst of sanguinary warfare; but much more hast thou attracted our further regard when turbulent Europe rested from the alarms that by turns distracted her bosom and all was peace; when thou (our favourite) didst

* See Nav. Chron. Vol. XXXVI, p. 436.

manfully step forth and offer thy services to extirpate slavery from the barbarian's land, that wish of thine from our court was heard, and met its due applause; but when we heard how nobly thou didst contest the heathen, then was our joy complete, and shortly may'st thou return to thy Native Shore (our much loved isle) and meet the reward thy merit so *transcendantly* deserves. But now unto our state affairs. The ship thou dost command having not for a number of years crossed these West-Indian territories of mine, at least so my catalogue informs me, which likewise points to another glorious atchievement in which thou didst display a most prominent feature—I shall not dwell on subjects, I mean that of la Seine, and le Vengeance; you find me a little digressing, but old men (Neptune) are fond sometimes of encouraging young men who are worthy thereof. I shall again allude to my catalogue, which gives me information that thou hast under thy command several young officers, seamen, and marines, who have never entered these my dominions before. I shall now insist upon their complying with a custom, which has been time out of mind, but shall request your approbation, for I shall never consider those my children who have never been initiated into the mysteries of the Nautica Magica.

"Given under our hand and seal, at our Tropical Court, this 12th day of February, Anno Domino, 1819.

(Signed) "NEPTUNE."

Captain Chetham married, June 1810, Margaret, youngest daughter of the late Peter Dean, of the Bahamas, Esq. and has issue five sons and three daughters. Two of his brothers are Lieutenant-Colonels; Richard, in the 47th regiment, and John, in the 61st. Mrs. Chetham's sisters are united to Major-General Cuming, late of the 47th; and Captain John Serrell, R.N.

Agent.—A. C. Marsh, Esq.

GEORGE COCKS, Esq.

COMMANDED the Thunder bomb during the siege of Copenhagen, in 1807. The following extracts from the journals of Admiral Gambier and Lord Cathcart, will show the nature of the operations in which he was engaged at that period:

"Aug. 15th, the fleet worked up from abreast of Elsineur to Wibeck; the reserve anchored nearest the shore, covered by the Surveillante frigate, and by several sloops, bombs, and gun-brigs; 16th, the reserve landed at 5 A. M., with the ordnance of a light brigade, and occupied the heights. The

remainder of the infantry, &c. &c. followed; 17th, head-quarters established at Hellerup; cavalry commenced disembarking. The piquets of the left towards the town were attacked about noon, at the same time the enemy's gun-boats rowed out of the harbour, and cannonaded the left of the line with grape and round shot. H. M. bombs, &c. having been towed as near the harbour as they could, opened a fire at a considerable distance upon the enemy's flotilla, which, after a long cannonade, retired into the harbour; 18th, at day-break the gun-boats attacked the inshore squadron, trusting to the superior weight of their guns. The gun-brigs having, during the night, exchanged their carronades for long 18-pounders, the enemy retired, but advanced again with increased numbers. A brigade of nine-pounders having been brought to the British post at Bagerne's Mill, took them in flank, and after cannonading for some time they were driven in; 19th, the advanced squadron took a position near the entrance of the harbour, within the Crown battery, and on the 22nd, was attacked, about 10 A. M., by three praams (each carrying 20 guns) and a considerable number of gun-boats (said to be more than thirty), in addition to the fire from the Trekoner, the floating batteries, and block-ships, which was continued for more than four hours. The fire was returned with great spirit from the squadron, and some attempts were made to throw Congreve's rockets; but the distance was too great to produce much effect from them." On this occasion, says Admiral Gambier:—"I am happy to find the squadron received no material injury. We have, however, to regret the loss of Lieutenant John Woodford, of the Cruiser, with 3 men killed in the several vessels, and 13 wounded. On the part of the enemy, it is believed that one gun-boat has been disabled or sunk, and one of the praams was observed to be towed out of the action disabled. The ships and vessels undermentioned were engaged in this affair, and I have acquitted myself of a most pleasing duty in conveying to their commanders, officers, and crews, the warm sense of praise and approbation with which their bravery and energy during so long and so heavy a contest have inspired me;—Thunder, Zebra, Fury, Ætna, and Vesuvius, bombs," commanded by Captains George Cocks, William Bowles, John Sanderson Gibson, William Godfrey, and Richard Arthur; "Cruiser, Kite, and Mutine, sloops," Captains Pringle Stoddart, Joseph James, and Hew Steuart; "Hebe armed ship," Captain Andrew King; "Fearless, Indignant, Urgent, Pincher, Tigress, Desperate, and Safeguard, gun-brigs," under the command of Lieutenants John Williams, George Broad, Peter Rigby, James Aberdour, R. Long, — Price, and Robert Balfour; "three armed transports, and ten launches fitted as mortar-boats."

Aug. 31, the Danish gun-boats and batteries again attacked the inshore squadron, and succeeded in blowing up an armed transport, by which disaster 11 persons lost their lives, and

20 others were more or less injured; among the latter was Lieutenant Henry Nathaniel Rowe, of the Valiant 74.

Sept. 2, the mortar batteries which had been erected by the army, together with the bomb-vessels, began the bombardment of Copenhagen, with such effect, that in a short time the town was set on fire; and by the aid of the artillery, it was kept in flames till the evening of the 5th, when General Peymann sent out a flag of truce desiring an armistice, to afford time to treat for a capitulation. The result of this negociation has been stated in our memoir of Lord Gambier. Captain Cocks was advanced to post rank on the 13th of the following month.

Agent.—— M'Inerheny, Esq.

REUBEN CAILLAUD MANGIN, Esq.

This officer is a son of the late Lieutenant-Colonel Samuel Henry Mangin, 12th dragoons, and a grand nephew of the late Brigadier-General John Caillaud, of Aston-House, co. Oxford, in whom, on the demise of his father, he found a protector, through whose parental kindness his future welfare was greatly promoted.

Mr. R. C. Mangin was born in Dublin, Nov. 1, 1780; and entered the naval service in 1794, under the patronage of Sir John Borlase Warren, Bart. with whom he served the greater part of his time as a midshipman, on board the Pomone, Canada, Temeraire, and Renown, from which latter ship he was removed into la Minerve frigate, commanded by Captain (now Sir George) Cockburn, on the Mediterranean station.

La Pomone, of 44 guns, bore Sir John B. Warren's broad pendant, during the Quiberon expedition, in 1795*; and subsequently cruised with very considerable success on the Channel station, as will be seen by the following correct statement of the captures, &c. effected by her, and other ships com-

* See Vol. I, note at p. 169, *et seq.*

posing the Western squadron, under that officer's orders, in 1795 and 1797:

Twenty-five ships and vessels of war, including privateers, captured; twelve ditto destroyed; eighty-seven merchantmen taken, nineteen ditto, recaptured, and fifty-four destroyed; twenty-three neutrals detained, and part of each cargo condemned:—*total* 220.

In the Canada 74, Mr. Mangin was also present at the capture of many vessels; and bore a part in the action with M. Bompart's squadron, off Ireland, Oct. 12, 1798*. His commission as a Lieutenant bears date Dec. 3, 1800; from which period he served on board the St. Fiorenzo and la Virginie frigates, until promoted to the rank of Commander, May 8, 1804†.

For this latter step, and for his subsequent appointment to the Valorous praam, which led to his further advancement, Captain Mangin was indebted to the Earl of St. Vincent, whose friendship he had the honor of enjoying to the last moment of his lordship's existence.

The operations of a small squadron employed off Dantzic during the siege of that city by the French army, in April and May, 1807, have already been noticed under the head of Captain Edward Chetham, C. B.‡, who was much indebted to the subject of this sketch for his assistance in rescuing the garrison of fort Weeickselmunde, at the very moment that a division of Marshal Lefebvre's troops was about to occupy that position. For this important service, Captain Mangin was honored with the personal thanks of his Prussian Majesty, then at Pillau, to which port the remnant of a Russian corps, under General Kaminsky, had also been conducted by the British squadron.

Captain Mangin afterwards joined the fleet under Admiral Gambier, off Copenhagen, and through that officer's recommendation he was made post on the 13th Oct. following. In the spring of 1811, we find him appointed, *pro tempore*, to

* See Vol. I. p. 171, *et seq.*

† The St. Fiorenzo went to India with despatches, in 1802. See Memoir of Rear-Admiral BINGHAM.

‡ See p. 232.

the Saldanha frigate, on the Irish station, where he continued but for a short period; since which he has not been able to obtain another command.

Captain Mangin married, April 11, 1803, Magdalene, daughter of the Rev. H. D'Abzac, late Senior Fellow of Trinity College, Dublin; and by that lady he has four sons and two daughters still living. We should here observe, that the Mangin and D'Abzac families are both of French origin, and that the grandfathers of Captain and Mrs. Mangin left France at the same time, in consequence of the religious persecution that followed the revocation of the Edict of Nantz.

Agents.—Messrs. Cooke, Halford, and Son.

WILLIAM CROFT, Esq.

Obtained the rank of Commander, May 8, 1804; commanded the Alacrity brig, at the siege of Copenhagen; and was consequently made a Post-Captain, Oct. 13, 1807.

SIR JOHN PHILLIMORE, Knt.

A Companion of the Most Honorable Military Order of the Bath.

Son of the late Rev. — Phillimore, Rector of Orton, in Leicestershire (near Atherstone, co. Warwick); and brother to Dr. Phillimore, M. P., a Commissioner of the India Board, Regius Professor of Civil Law in the University of Oxford, and Chancellor of the Diocese of Oxford.

This officer commenced his naval career in 1795, and served the whole of his time as Midshipman, under the command of Captain (afterwards Sir George) Murray, in la Nymphe frigate, and the Colossus, Achille, and Edgar 74s*.

The Colossus formed part of the fleet under Sir John Jervis, in the action off Cape St. Vincent, Feb. 14, 1797; and was wrecked on a ledge of rocks, in St. Mary's harbour, Scilly, on her return from the Mediterranean and Lisbon, Dec. 7,

* Vice-Admiral Sir George Murray, K. C. B. died at Chichester, Feb. 28, 1819.

1798*. The Achille was principally employed blockading Brest; and the Edgar led the van of Nelson's division, off Copenhagen, April 2, 1801: her loss on that glorious day amounted to 31 killed, and 111 wounded.

The first Lieutenant of the Edgar having fallen in the battle, Mr. Phillimore was immediately appointed to fill the vacancy thereby occasioned; and he appears to have continued with Captain Murray, on the Baltic station, until the peace of Amiens; after which we find him serving as senior Lieutenant of the Gannet sloop of war. His promotion to the rank of Commander took place May 10, 1804.

In 1805, Captain Phillimore was appointed to the Cormorant sloop, on the North Sea station; and towards the close of 1806, he removed from her into the Bellette brig, of 18 guns, which vessel was employed under the orders of Commodore Owen, when that officer made an attack upon the Boulogne flotilla, in order to try the utility of Congreve's rockets; an experiment already noticed at pp. 132—134 of our second volume.

Captain Phillimore subsequently convoyed two transports, laden with provisions and military stores, to Colberg, a town in Prussian Pomerania, then vigorously besieged by the French, and obstinately defended by the celebrated Blucher, who was thus enabled to hold out until a negociation for peace was entered into, at Tilsit †.

Returning from Colberg to join Admiral Gambier's fleet off Copenhagen, Captain Phillimore witnessed the defeat of the Danish troops at Kioge, Aug. 29, 1807; on which occasion upwards of 60 officers and 1500 men were taken prisoners by

* See Nav. Chron. Vol. I. p. 86.

† Colberg and Graudenz were the only Prussian fortresses that successfully resisted their besiegers. The attempt to reduce Colberg proved fatal to thousands of the enemy. If all the governors had been animated with the fidelity and persevering courage of Blucher, the issue of the war between Frederick and Napoleon might have been very different. It was at this siege that Colonel Schill, whose heroism, loyalty, and patriotism shone forth so conspicuously afterwards in the north of Germany, first attracted the attention and admiration of his countrymen.

a British detachment under the command of Sir Arthur Wellesley, whom he released from a considerable encumbrance by taking charge of, and embarking all the arms, ammunition, and stores found at that place, and also the arms, &c., thrown away by the enemy in their flight.

A day or two after this event, Captain Phillimore was sent to reconnoitre the harbour of Copenhagen; and whilst thus employed his brig got becalmed close in shore, which obliged him to let go an anchor with a spring on the cable. Perceiving his situation, the Danish governor immediately ordered sixteen gun-vessels to attack him, each of them mounting 2 long 24-pounders, and rowing 40 oars. This formidable flotilla approached pretty close to the Bellette; but three of them being sunk by her well-directed broadsides, the remainder retired to a greater distance, where they continued engaging her for a very considerable period. In the mean time, two boats from every ship in the fleet were despatched to tow the brig out of danger, and on their approach the enemy retreated.

Captain Phillimore's gallant conduct on this occasion was so highly approved by Admiral Gambier, that, upon the surrender of Copenhagen, he selected the Bellette to carry home the officers charged with the naval and military despatches, in consequence of which her commander was promoted to post rank, Oct. 13, 1807; but he appears not to have been superseded until Feb. in the following year.

After landing Captain Collier and Lord Cathcart's aide-de-camp, the Bellette returned to the Baltic, where she continued affording protection to the trade until Dec. 1807. At the latter period, Captain Phillimore was ordered to Gottenburgh, for the purpose of collecting the homeward bound merchantmen; and on his way thither he fell in with the only two ships of war then belonging to Denmark,—a two-decker and a frigate; from which he escaped by running his brig into 2¼ and ¼ less 3 fathoms water, thereby rendering it impracticable for the enemy to come near him*.

The Bellette conveyed Lord Hutchinson from Gottenburgh to England, in Feb. 1808; and the subject of this memoir re-

* The above ships were proceeding from Christiansand to Copenhagen.

mained on half-pay from that period until June 1809, when he was appointed to command the Marlborough 74, during the absence of Captain (now Sir Graham) Moore.

In the following month, Captain Phillimore accompanied the grand armament sent against Antwerp; and during the operations in the Scheldt, we find him employed on detached service, with several armed transports under his orders. He was superseded by Captain Moore about the month of Oct. following; appointed to the Diadem troop-ship in June, 1810; and removed to the Eurotas, a new 38-gun frigate, May 4, 1813.

The Eurotas appears to have been armed with 28 of Congreve's experimental medium 24-pounders, 16 carronades, 2 long nines, and the usual boat gun; her established complement was, we believe, 320 officers, men, and boys. She sailed on her first cruise towards the latter end of Aug. 1813; and witnessed the capture of la Trave French frigate, Oct. 23, in the same year *. On the 25th Feb. 1814, Captain Phillimore was dangerously wounded in a severe action with la Clorinde, mounting 28 long 18-pounders, 14 carronades, 2 long eights (French), and 12 brass swivels, with a complement of 360 picked men, including officers. The conflict is thus described by Captain Phillimore, in a letter to Lord Keith, dated Mar. 1, 1814:

"On the 25th ult., being then in lat. 47° 40′ N., and long. 9° 30′ W., we perceived a sail upon the lee-beam, to which we gave chase. We soon discovered her to be an enemy's frigate, and that she was endeavouring to out-manœuvre us in bringing her to action; but having much the advantage in sailing (although the wind had unfortunately died away), we were enabled at about 5 o'clock to pass under her stern, hail her, and commence close action.

"When receiving her broadside and passing to her bow, our mizen-mast was shot away. I then ordered the helm to be put down to lay her aboard; but the wreck of our mizen-mast lying on our quarter, prevented this desirable object from being accomplished.

"The enemy just passed clear of us, and both officers and men of the Eurotas renewed the action with the most determined bravery and resolution, while the enemy returned our fire in a warm and gallant manner. We succeeded in raking her again, and then lay broadside to broadside. At

* See Vol. II., Part II. p. 635.

6-20, our main-mast fell by the board, the enemy's mizen-mast falling at the same time; at 6-50, our fore-mast fell, and the enemy's main-mast almost immediately afterwards. At 7-10, she slackened her fire; but having her fore-mast standing, she succeeded with her fore-sail in getting out of range. During the whole of the action we kept up a heavy and well-directed fire; nor do I know which most to admire, the seamen at the great guns, or the marines with their small-arms, they vying with each other who should most annoy the enemy.

"I was at this time so much exhausted by the loss of blood, from wounds I had received in the early part of the action, from a grape shot, that I found it impossible for me to remain any longer upon deck. I was therefore under the painful necessity of desiring Lieutenant Smith to take command of the quarter-deck, to clear the wreck of the fore-mast and main-mast, which then lay nearly fore and aft the deck, and to make sail after the enemy; but, at the same time, I had the satisfaction of reflecting that I had left the command in the hands of a most active and zealous officer.

"We kept sight of the enemy during the night, by means of boats' sails and a jigger on the ensign-staff; and before 12 o'clock the next day, Lieutenant Smith reported to me, that, by the great exertions of every officer and man, jury-courses, top-sails, stay-sails, and spanker, were set in chase of the enemy, who had not even cleared away his wreck; and that we were coming up with him very fast, going at the rate of 6½ knots: that the decks were perfectly clear; and that the officers and men were as eager to renew the action as they had been to commence it; but, to the great mortification of every one on board, we perceived two sail on the lee-bow, which proved to be the Dryad and Achates; and they having crossed the enemy (we only 4 or 5 miles distant), before we could get up to her, deprived us of the gratification of having her colours hauled down to us *.

"The enemy's frigate proved to be la Clorinde, Captain Dennis Legarde; mounting 44 guns, with 4 brass swivels in each top, and a complement of 360 picked men.

"It is with sincere regret I have to state that our loss is considerable, having 20 killed and 40 wounded; and I most sincerely lament the loss of 3 fine young midshipmen, 2 of whom had served the whole of their time with me, and who all promised to be ornaments to the service. Among the wounded, is Lieutenant Foord, R. M., who received a grape-shot in his thigh, while gallantly heading his party †.

"I learn from Mons. Gerrard, one of the French officers, that they cal-

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* See Vol. II., Part II., p. 654.

† Midshipman Thomas Robert Brigstocke (now a Commander) was also wounded, but not severely. The total number, according to the surgeon's report, was 38 wounded.

culate their loss on board la Clorinde at 120 men. It is therefore unnecessary for me to particularize the exertions of every individual on board this ship, or the promptness with which every order was put into execution by so young a ship's company; but I must beg leave to mention the able assistance which I received from Lieutenants Smith, Graves, Randolph, and Beckham*; Mr. Beadnell, the Master; and Lieutenants Foord and Connell, R. M.; the very great skill and attention shewn by Mr. Thomas Cooke Jones, surgeon, in the discharge of his important duties; and the active services of Mr. John Bryan, purser, and the whole of the warrant officers, mates, and midshipmen; whom I beg leave most strongly to recommend to your lordship's notice."

We have been favored with the following additional particulars, by an officer who belonged to the Eurotas at that period:—

"At 5 P. M., we were immediately in the wake of la Clorinde, and not more than 100 yards distant from her. She had suffered us to approach thus close without firing a gun; both ships going about two points free. We now shortened sail to top-sails, top-gallant-sails, jib, and driver; the enemy following our example. The action commenced by Eurotas bearing up and pouring a broadside into Clorinde's stern, which proved more destructive to her crew than to her masts or rigging; the French officers calculated that it killed and wounded 40 men. We then luffed up under the enemy's lee, and received her broadside, by which about 30 of our people were also slain and wounded: la Clorinde's fore-top-mast fell very soon after our mizen-mast. At 6-20, Eurotas having lost her main-mast, the enemy's frigate began to shoot a-head; but when a little on our weather-bow she either fell off for want of after-sail, or put her helm up in order to cross our hawse. Observing this, the jib was immediately run up †, and the boarders assembled on the forecastle, where 120 men were collected at the moment that la Clorinde's broadside bore upon our stem; but to the astonishment of every body, she did not fire a gun: this was afterwards accounted for by her officers, who said that they made sure the Eurotas would succeed in laying them on board, and that they therefore had all their ship's company ready to repel the expected assault. Unfortunately, la Clorinde shot clear of the Eurotas, the latter not having way enough through the water, and our boarders were consequently sent down to mann the larboard guns; another broadside was then thrown into the enemy's stern, and her main-mast immediately fell: the head of her fore-mast had previously been shot away, but the fore-yard was left hanging, which enabled her to get out of range, although the sail was nearly cut to pieces. By 9 o'clock, our

* Robert Smith, Richard Wilcox Graves, Charles Grenville Randolph, and Zebedee Beckham.

† The jib halliards had been previously shot away.

decks were completely cleared of the wreck; and in addition to the boats' sails and jigger-mizen, we had a lower-studding-sail set on a *temporary* jury fore-mast; la Clorinde did not bend a new fore-sail until 12 P. M., at which time we were only a mile distant from her. By 8 o'clock next morning our jury-masts were all erected, viz., top-masts for lower-masts, and top-gallant-masts for top-masts; la Clorinde, however, had encreased her distance to about five miles.

"At 8-30 A. M., another frigate hove in sight, but did not answer the private signal, although it was kept flying for more than half an hour; this induced us to believe that she was also an enemy, and the officers having consulted together, it was thought best to discontinue the chase. We accordingly hove to until between 9 and 10 o'clock, when the stranger hoisted English colours and fired a gun at la Clorinde; upon which we bore up and made sail after them. During the preceding night we met an English merchant schooner, and directed her master to keep between us and the enemy in order to point out the position of la Clorinde; for the performance of which service he was handsomely rewarded by the Admiralty. *When the Dryad hove in sight, the Eurotas was coming up with la Clorinde hand over hand.*

"In this action we found Congreve's experimental 24-pounders very light guns to work; but they were so lively that the allowance of powder was very soon obliged to be reduced one-third, and subsequently one-half: about an hour and a half from the commencement of the action, one of them made a jump and actually touched the beams of the forecastle-deck; in fact, it was so hot that we were obliged to discontinue using it.

"On our arrival at Plymouth, Captain Phillimore was obliged to go to the hospital, a canister-shot having passed through his left breast and arm, about three inches below the shoulder-joint: it was at first thought that the wound in the breast was the most dangerous, as the breath oozed out, but that was not the case; the arm-bone was completely disunited, and from the length of time Captain Phillimore kept the deck, together with his great exertions, the latter wound was so much irritated, that the surgeon could do nothing more than reduce the inflammation: had circumstances been more favorable at the time, it was his wish to have taken the arm out of the socket; but fortunately, Captain Phillimore's life was saved by other means, and his limb is still useful to him."

La Clorinde was one of the finest ships of her class in the French navy, and her crew had been long together. In Dec. 1809, she assisted at the capture of a British frigate, to the eastward of Antigua*; and it was principally from her fire that the Galatea received so much damage, in the action off

* See Captain SAMUEL BARTLETT DEECKER.

Madagascar, May 20, 1811 †. The Eurotas, on the contrary, had not been ten months in commission; and although her guns were of larger calibre than la Clorinde's, those on the main-deck were by no means so effective: she was also greatly inferior to the enemy in physical strength, there being an unusually large proportion of boys among her crew. Lord Keith's opinion of the manner in which she was manœuvred and fought is thus expressed, in a letter addressed to Captain Phillimore, dated at Plymouth, Mar. 2, 1814:—

"I have had the honor to receive your letter of yesterday's date, giving an account of the capture of la Clorinde French frigate, after a most severe conflict between her and the ship you command. I have not failed to represent to the Lords Commissioners of the Admiralty, that the action reflects the highest honor upon your own bravery and professional skill, and upon that of your officers and ship's company. You will be pleased to acquaint them, that I most highly approve of the zeal and good conduct which they have shewn on this occasion; and while I regret exceedingly that you have been so severely wounded, I entertain a flattering hope that his Majesty's service, and the country at large, will not long be deprived of your valuable services.

(Signed) "KEITH."

Captain Phillimore was nominated a C. B. June 4, 1815; appointed to the William and Mary yacht, April 13, 1820; and knighted by Earl Talbot, Lord Lieutenant of Ireland, whilst in attendance upon the Viceroy. His next appointment was, Mar. 15, 1823, to the Thetis of 46 guns; in which frigate he sailed for Mexico, with the commissioners appointed to enquire into the political state of that country, Oct. 19, in the same year; and returned to Plymouth, bringing 400,000 dollars and 300 bales of cochineal, from the Havannah, Mar. 18, 1824.

In May following, intelligence having been received of the defeat and death of Sir Charles M'Carthy, commanding H. M. troops on the western coast of Africa, Sir John Phillimore was despatched thither, with a detachment of the Royal African corps, and supplies for Cape Coast Castle, where he arrived at a very critical period; the Ashantees having just encamped close to the town, and an attack from them being hourly expected.

† See p. 33 of this volume.

The enemy's army being very numerous, and the allied force composed of various native tribes (some of them little better than an organized rabble), it became necessary that the navy should render the most effective co-operation, and that with all possible celerity. Accordingly, Sir John Phillimore anchored the Thetis to the westward, and the Swinger gun-brig to the eastward, within grape range of the beach, so as to command the approaches on each side of the castle, which was garrisoned by two watches of his ship's company, and 16 volunteers from a merchant vessel, whilst the troops marched out to meet their savage enemy: the officers, seamen, and marines landed were all placed under the command of Mr. Andrew Drew, first Lieutenant of the Thetis. The boats of the frigate, gun-brig, and merchantmen, were also armed, each with a brass field-piece, put under the direction of Lieutenant William Cotesworth, and sent to act along the beach, or with the castle, as circumstances should require. The gunner and carpenter of the Thetis, with their respective crews, laid a platform and mounted guns on Phipps's tower, which important post was entrusted to the charge of Mr. Roswell, master's-mate, having under him a midshipman and 8 sailors. These and other harassing services called forth the exertions of every individual engaged in them, and they were performed with that zeal, discretion, and regard to good discipline, which render all our naval co-operations so effective, and which so properly, on such occasions, become the theme of commendation of all who witness them.

From July 4, the day of Sir John Phillimore's arrival at Cape Coast, until the 11th of the same month, daily skirmishes took place between the Ashantees and the British outposts; on the latter day, the enemy made a general attack upon our position, about three quarters of a mile from the shore; the engagement lasted, without intermission, until dark, and terminated with their total defeat; their loss was computed at 2000 men, and their whole force appeared to be disorganized; they broke up the following day from their advanced positions, and commenced a disorderly retreat to Coo-

massie: the loss of the British and their allies was about 103 killed and 450 wounded.

Sir John Phillimore took his departure from Cape Coast on the 22d July, touched at Acra, Princes island, and St. Michaels; and returned to Spithead on the 29th Sept. We subsequently find him cruising to the westward of Scilly, with three experimental ships and one brig under his orders, for the purpose of ascertaining their sailing qualities, which trial he appears to have conducted with much perseverance and ability.

In 1825, and the following year, the Thetis was principally employed conveying various diplomatic personages to Naples, Constantinople, and South America; she returned from Rio Janeiro, Oct. 3, 1826; and was paid off at Plymouth in the course of the following month.

Agents.—Messrs. Cooke, Halford, and Son.

FRANCIS BEAUMAN, Esq.

Was made a Lieutenant in 1796; and advanced to the rank of Commander, Mar. 4, 1805. His post commission bears date Oct. 13, 1807; from which period he commanded the Princess of Orange 74, bearing the flag of the late Sir George Campbell, on the Downs station, until Mar. 1811.

Agent.—Sir F. M. Ommanney.

JAMES ROBERT PHILIPS, Esq.

A son, we believe, of the late Mr. Philips, Master R. N. whom we have heard described as a very respectable officer.

The subject of this sketch is said to be a native of Scarborough, and we first find him serving as a Midshipman on board the Majestic 74, bearing the flag of Vice-Admiral Caldwell, by whom he was made a Lieutenant, into the same ship, on the Leeward Islands' station, in Dec. 1795. His next ap-

pointment was to the Beaulieu of 40 guns, in which frigate he witnessed the defeat of Admiral de Winter, by the heroic Duncan, off Camperdown, Oct. 11, 1797.

At the close of that memorable conflict, Lieutenant Philips took charge of the Monnikendam, a Dutch 40, which ship had been engaged by the Monmouth 64, and was finally taken possession of by the Beaulieu. In her he had the misfortune to be wrecked on a sand near West Capel, and himself and his people were consequently taken prisoners.

From this period we have no certain information respecting Lieutenant Philips until his appointment to the Centurion of 50 guns. The gallant manner in which he defended that ship, when attacked by a French squadron under Mons. Linois, Sept. 18, 1804, has been fully described at p. 875, *et seq.* of Vol. II. part II. His commission as a Commander bears date Mar. 15, 1805.

In June, 1806, Captain Philips was appointed to the Bonetta of 14 guns, and ordered to act as commander of the Gannet 16, at Sheerness, until the arrival there of the former sloop, then absent on convoy service. During the remainder of that year, he was principally employed escorting merchantmen to and from the German rivers; and, in 1807, we find him accompanying Captain Collard to the Baltic, where he continued affording protection to the trade passing up and down that sea, until his promotion to post rank, Oct. 13, 1807. He was superseded in the command of the Bonetta, on his return from Copenhagen, at the close of the same year, and has not since held any appointment.

Lieutenant John Alexander Philips, R. M. A. brother to the subject of this sketch, served as a Midshipman under Captain (now Sir William) Hargood, on the glorious 21 Oct. 1805; and subsequently as Master's Mate of the Bonetta, which vessel he left in order to join the royal marines, 1806.

WILLIAM KING, Esq.

Commenced his naval career at a very early age, under the patronage of the Earl of Sandwich, then First Lord of the Admiralty. When only sixteen years of age, we find him acting as Lieutenant of the Defence 74, commanded by Captain Thomas Newnham, under whom he bore a part in the action between Sir Edward Hughes and Mons. de Suffrein, off Cuddalore, June 20, 1783 *. The Defence, on that occasion, had 7 killed and 38 wounded.

On his return to England, Mr. King quitted the service, and continued at home for a considerable period, in consequence of which he did not obtain a commission until 1790. In 1794, he again sailed for the East Indies, as first Lieutenant to Commodore Rainier. Returning from India, as an invalid, in one of the Hon. Company's ships, he was captured by an enemy's cruiser, the commander of which accepted his parole, and furnished him with the means of reaching Scilly, from whence he was conveyed to the Cornish shore in one of H. M. schooners, under the orders of Captain Byng, now Viscount Torrington. During the remainder of the French revolutionary war, he served as first Lieutenant to Captain (now Sir Philip) Durham.

We next find Mr. King commanding the Cuvarra merchant ship; and at the renewal of hostilities he was appointed to a gun-brig, which vessel he gave up in order to become Sir Home Popham's first Lieutenant, in the Diadem 64. By that officer he was successively appointed Commander of l'Espoir brig, and Captain of the Diadem; but these and other unauthorised acts of the *Commodore*, during and subsequent to the expedition against the Cape of Good Hope, in 1805 and 1806, were highly disapproved of by the Admiralty, and consequently never confirmed.

The subject of this sketch commanded l'Espoir at the reduction of the Cape, and afterwards proceeded in the Diadem to the Rio de la Plata. His services there are thus noticed

* See Vol. I. last par. of the note at p. 425.

by Sir Home Popham, in an official letter announcing the capture of Buenos Ayres:—

"The squadron anchored on the afternoon of the 25th (June) off Point Quelmey à Pouchin, about 12 miles from Buenos Ayres. • • • • The Encounter was run in so close as to take the ground, the more effectually to cover the debarkation of the army in case of necessity: the whole, however, was landed in the course of the evening without the least opposition; consisting of the detachment of H. M. troops from the Cape, and that from St. Helena, *with the marine battalion, under the orders of Captain King*, of H. M. S. Diadem, which was composed of the marines of the squadron, augmented by the incorporation of some seamen, and three companies of *Royal Blues*, from the same source of enterprise, which had been regularly trained for that duty, and dressed in an appropriate uniform.

"I consider Captain King, with the officers of the marine battalion, so completely under the report of General Beresford, that I shall only state to their Lordships my extreme satisfaction on hearing personally from the General how highly he appreciated every part of their conduct, particularly the celerity with which they transported the artillery and troops across the Rio Chuelo" (on rafts, &c., prepared by Captain King) "after the bridge was burnt by the enemy."

We have reason to believe, that Captain King's actual promotion to the rank of Commander took place at the close of Lord Barham's naval administration; and that he was posted in consequence of having served as a volunteer on the expedition against Copenhagen. His latter commission bears date Oct. 13, 1807.

Captain King subsequently commanded the flag-ship of Rear-Admiral Durham, on the North Sea station. Since the peace, 1814, we find him successively appointed to the Leonidas and Eridanus frigates, to the preventive service in the Isle of Sheppy, and to superintend the packet establishment at Falmouth, which last appointment he obtained April 7, 1823.

Whilst residing in the above island, Captain King suggested the propriety of placing the hawse-holes of two-decked ships on the main-decks, and of three-deckers on the middle-decks; in order that the grand battery might always be unincumbered; that the cables might be bent or lashed, and a foul anchor cleared, with greater facility and less danger; and that many other advantages might be obtained, the whole

of which are pointed out and explained by him in a long letter to Sir George Cockburn, G. C. B., dated April 21, 1822.

Captain King's youngest son, a midshipman on board H. M. S. Pyramus, died at Antigua, of the yellow fever, Feb. 7, 1822. His daughter is married to the Rev. Mr. Heath, late one of the Masters of Eton College.

Agents.—Messrs. Maude.

PRINGLE STODDART, Esq.

Commenced his naval career in 1782, as a Midshipman in the Hon. E. I. Company's service; and made his first voyage under the command of a relation, who was a Lieutenant in the royal navy.

The first man of war that Mr. Stoddart joined was the Exeter 64, commanded by Captain John Samuel Smith, and forming part of the squadron under Sir Edward Hughes, on the East India station. This was in April, 1783; and on the 20th June following he bore a share in an action with Mons. Suffrein, off Cuddalore; on which occasion the Exeter had 4 men killed and 9 wounded *.

Mr. Stoddart returned home in the Africa 64, Captain Robert M'Douall; and arrived in England about April 1784. We next find him in the Venus frigate, on the Irish station, where he continued for a period of two years.

The Vestal being paid off in 1786, Mr. Stoddart then entered the Russian navy as a Lieutenant; and we believe that he was engaged in most of, if not all the battles, that took place during the war between Catharine and Gustavus, three of which desperate encounters have been noticed at p. 292 *et seq.* of our first volume.

Early in 1791, when the conduct of Russia rendered it necessary for Great Britain to fit out a powerful fleet, Mr. Stoddart was received as a Midshipman on board the Formidable 98, bearing the flag of Rear-Admiral the Hon. J. Leveson Gower; and after the settlement of that dispute, he re-en-

* See Vol. I. last par. of the note at p. 425.

tered the Hon. Company's service, as junior mate of an Indiaman, in which capacity he continued until the spring of 1793; when we find him joining the Andromache frigate, commanded by Captain (now Admiral) Theophilus Jones.

Mr. Stoddart subsequently served on board the Valiant 74, and Queen Charlotte of 100 guns; the former ship attached to Earl Howe's fleet in the glorious battle of June 1, 1794; and the latter bearing a part in the action off l'Orient, June 23, 1795 *. His promotion to the rank of Lieutenant took place in Mar. 1796; on which occasion he was appointed to the Trident 64.

From that ship Mr. Stoddart was removed into the Tremendous 74, bearing the flag of Rear-Admiral Pringle, under whom he assisted at the capture of a Dutch squadron, in Saldanha bay, Aug. 18, 1796 †.

In Jan. 1798, Sir Hugh C. Christian succeeded Rear-Admiral Pringle as commander-in-chief at the Cape of Good Hope, and hoisted his flag on board the Tremendous, in which ship Mr. Stoddart continued as first Lieutenant until that officer's demise, when he returned to England for the purpose of soliciting promotion.

Failing in his endeavours to attain superior rank, Lieutenant Stoddard next joined the Trusty of 50 guns, and accompanied the expedition sent against the Helder in Aug. 1799 ‡; after which he removed into the Kent 74, and proceeded in her to Egypt; where he obtained "the most unequivocal praise of Sir Ralph Abercromby," for his exertions when serving with the army on the memorable 8th Mar. 1801 §. His zealous and gallant conduct in the succeeding battles, Mar. 13th and 21st, was also highly commended by Sir W. Sidney Smith ‖; and it is almost needless to add, that he is one of the officers who were presented with gold medals by the Turkish government, in commemoration of their brilliant services during the Egyptian campaign.

* See Vol. I. pp. 76 and 246. † See *id.* p. 51.
‡ See *id.* note at pp. 414—417. § See Vol. II. p. 852.
‖ See *id.* p. 384 *et seq.*

From that period, Mr. Stoddart served under the flag of Sir Richard Bickerton, principally as first Lieutenant, until the autumn of 1805. His commission as a Commander bears date Jan. 22, 1806; on which day he was appointed to succeed Captain John Hancock in the Cruiser sloop of war.

At the commencement of 1807, Captain Stoddart captured two French privateer luggers, each mounting 16 guns; recaptured two merchant brigs, and liberated the crews of three other vessels which had fallen a prey to the enemy.

The Cruiser formed part of Admiral Gambier's fleet during the siege of Copenhagen; and, being stationed in shore, was several times warmly engaged with the enemy's flotilla, as will be seen by reference to p. 239 of this volume.

Captain Stoddart obtained post rank Oct. 13, 1807; and subsequently commanded the Pallas frigate for a short period on the coast of Norway, where he captured two Danish privateers, one mounting 6, and the other 5 guns.

ANDREW KING, Esq.

Is a brother to Captain Edward Durnford King, R. N., whose services we have already recorded.

This officer served as a midshipman on board the Bellerophon 74, bearing the flag of Rear-Admiral Pasley, in the actions of May 28 and 29, and the glorious battle of June 1, 1794*; as senior Lieutenant of the Andromeda frigate, commanded by Captain Henry Inman, when that officer attempted to destroy a French squadron in Dunkirk harbour, July 7, 1799†; as first of la Desirée, under the same commander, at the defeat of the Danish line of defence before Copenhagen, April 2, 1801‡ (on which occasion he was wounded); and as fourth Lieutenant of Nelson's flag-ship, in the ever-memorable conflict with the combined fleets near

* See Vol. I. p. 509 *et seq.*

† See Vol. II. p. 290 *et seq.*

‡ See Vol. I. note at pp. 365—371.

Cape Trafalgar, Oct. 21, 1805*. His promotion to the rank of Commander took place Jan. 22, 1806.

By reference to p. 239 of this volume, it will be seen that Captain King commanded the Hebe hired armed ship, and was several times warmly engaged with the enemy's batteries and flotilla, during the siege of Copenhagen, in 1807. From thence he returned home in the Waldemaar, a Danish 80, the equipment of which ship was greatly expedited by his zealous exertions. His post commission bears date Oct. 13, 1807.

In the summer of 1808, Captain King was appointed, *pro tempore*, to the Venerable 74; and in her he assisted at the reduction of Flushing, Aug. 15, 1809†. We subsequently find him commanding the Hannibal 74, bearing the flag of Sir Thomas Williams; Royal George a first rate, Rainbow of 26 guns, and Iphigenia frigate; the three latter on the Mediterranean station.

The Iphigenia formed part of Sir Josias Rowley's squadron, at the capture of Genoa, in April, 1814‡; and was afterwards ordered to conduct a fleet of transports from Gibraltar to Bermuda. In Oct. 1815, we find her proceeding to the East Indies, from whence Captain King returned home in command of the Cornwallis 74. His last appointment was, Dec. 28, 1821, to the Active 46, in which frigate he continued until about Sept. 1824.

The subject of this sketch married, Mar. 5, 1821, Mary, eldest daughter of Charles Lewin, of St. Albans, co. Herts, Esq.

WILLIAM BOWLES, Esq.

Comptroller-General of the Coast Guard of England and Ireland.

Eldest son of William Bowles, of Heale House, co. Wilts, Esq. by Dinah, fifth daughter of the late Admiral Sir Thomas Frankland, Bart.

This officer was born in 1780; and he appears to have entered the navy in the spring of 1796, as a midshipman on

* See Vol. II. pp. 158—164. † See Vol. I. p. 290.

‡ See Vol. II. note * at p. 430.

board the Theseus 74, commanded by Captain Augustus Montgomery. We subsequently find him serving in the Captain 74, Daphne 20, Acasta frigate, and Driver sloop of war; on the Channel, Leeward Islands, Jamaica, and North Sea stations. In July 1803, he was appointed a Lieutenant of the Cambrian frigate, employed on the coast of North America; and his commission was confirmed by the Admiralty, Aug. 30, in the same year.

From that ship, Lieutenant Bowles removed into the Leander 50, bearing the flag of Sir Andrew Mitchell, K. B. with whom he continued until advanced to the rank of Commander, Jan. 22, 1806.

In Mar. 1807, Captain Bowles obtained the command of the Zebra bomb-vessel, and in her he was several times warmly engaged with the Danish batteries and flotilla, during the siege of Copenhagen *. His promotion to post rank took place, Oct. 13, 1807.

In Dec. 1808, the subject of this sketch was appointed acting Captain of the Medusa frigate; and in the following year he held the temporary command of the Warspite 74. In May, 1810, we again find him acting in the Medusa, and serving on the North coast of Spain, where he assisted at the destruction of various French batteries containing about 100 heavy guns, the details of which important service have been given in our memoirs of Sir Robert Mends and the Hon. Captain Aylmer*; both of whom acknowledged themselves much indebted to Captain Bowles for his "zeal, ability, and indefatigable activity," as second in command of the naval brigade employed on shore, in conjunction with the patriotic troops under Brigadier-General Porlier.

In 1811, Captain Bowles was appointed to the Aquilon 32; which frigate was successively employed on the Channel, North Sea, and Baltic stations; under the orders of Lord Gambier, Admiral William Young, and Sir James Saumarez, Bart.

* See p. 239 of this vol.

† See Vol. II. Part I, pp. 272—274; and *id.* Part II. p. 949, *et seq.*

During the summer of 1812, Captain Bowles, assisted by Captain David Latimer St. Clair, of the Sheldrake sloop, succeeded in effecting the complete destruction of seven large English merchant ships, laden with hemp, which had run on shore in a thick fog, near Stralsund. This service was performed in the face of 1500 French soldiers, posted on high cliffs, from whence they could fire right down upon the decks of the merchantmen, thereby rendering it totally impracticable to get them off, and by no means an easy task to destroy them, which was, however, accomplished, and that fortunately without loss, by scuttling each ship on the off side, and then setting her on fire.

In 1813, Captain Bowles proceeded to the South American station, and was detached by his commander-in-chief to protect our trade in the Rio de la Plata, where he remained nearly a year. On being relieved from that delicate service, he received a letter from the British merchants residing at Buenos Ayres, of which the following is a copy:

"*Buenos Ayres, 24th March*, 1814.

"Sir,—Your approaching departure from this station, where we have now for so many months enjoyed the pleasure of your society, and the advantage of that influence which your personal merits as well as your public rank have given you with persons in authority both here and at Monte Video, calls for our expression of the acknowledgments due for your friendly and obliging attention to the interests of the British residents; an attention which we believe has been effectual in every instance wherein it has been solicited.

"Whilst we regret that we are now to be deprived of the benefit of your continuance with us, we avail ourselves with pleasure of the occasion it affords us to express to you the very high esteem with which your conduct has impressed us, and to offer you our most grateful thanks for the constant and efficacious protection you have afforded to the British interests.

"We beg leave to offer you our most cordial wishes for your favorable and speedy passage to England; and ever feeling the most sincere interest in your future happiness and success, we remain with the highest regard and respect, Sir, your obliged and obedient servants,

(Signed) "JOHN NIGHTINGALE, GEORGE DYSON, R. MONTGOMERY, ROBERT ORR, G. T. DICKSON, JOHN M'NEILL, JAMES BRITTAIN, JAMES BARTON, H. CHORLEY, J. THWAITES, JOSHUA RAWDON, J. BOYLE, W. WANKLYN, W. STROUD."

On his return to Rio Janeiro, Captain Bowles was transferred with his officers and crew to le Ceres, a fine French frigate recently captured by two of Rear-Admiral Dixon's cruisers*; and in that ship he returned to England, in June 1814.

Captain Bowles subsequently accepted the chief command on the South American station, and proceeded thither with a broad pendant in the Amphion frigate, accompanied by the Hyacinth of 26 guns, in May 1816. The force under his orders was afterwards increased by the arrival of the Andromache frigate, three other post ships, and two sloops of war†.

Whilst on that station, Commodore Bowles removed into the Creole 42, which frigate had been sent from England to replace the worn-out Amphion.

The able manner in which he protected British commerce during a period of more than three years, will be seen by the following copy of an address which he received from the merchants, &c. when succeeded by Sir Thomas M. Hardy, at the commencement of 1820:

"*Buenos Ayres, 10th Jan.* 1820.

"Sir,—We are commissioned by the subscribers to the British Commercial Room, and on the part of other British residents in this city, to request your acceptance of some memorial of the high esteem and respect with which your conduct during the long period you have commanded on this station has impressed us; for the ready and obliging attention you have so uniformly shewn to our representations; the promptitude with which you have on all occasions asserted our rights, and protected our interests, in a foreign country, under a newly established government; and the zeal and judgment with which you have invariably acted to promote the trade of Great Britain, in every part of this continent within the limits of your station. If acceptable to you, it is proposed that this testimony should be in the form of a piece of plate, with a suitable inscription, to record our acknowledgment of the obligations your countrymen in these parts of the world hold themselves under to you, which will be presented as soon as possible after your arrival in England. With much respect, we subscribe ourselves, Sir, your very obedient and humble servants,

(Signed) On behalf of the meeting,

"Rich. Carlisle, G. T. Dickson, Will. Cartwright."

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* See Captain Philip Pipon.

† Blossom, Tyne, Favorite, Slaney, and Icarus.

Captain Bowles was appointed Comptroller-General of the Coast Guard, in July, 1822. He married, Aug. 9, 1820, the Hon. Frances Temple, sister to Viscount Palmerston.

Agents.—Messrs. Goode and Clarke.

HYDE PARKER, Esq.

Eldest son of the late Admiral Sir Hyde Parker, Knt. by Anne, daughter of John Palmer Boteler, of Henley, Esq., and grandson of the gallant veteran, whose obstinate contest with a Dutch squadron, off the Dogger Bank, and untimely end, have been noticed at pp. 175—177, of our first volume *.

We first find the subject of this sketch serving on board the Narcissus frigate, commanded by Captain (now Vice-Admiral) Donnelly, who speaks highly of his conduct when employed in her boats, under the orders of Lieutenant John Thompson, at the destruction of about a dozen settees in Heires bay, July 11, 1804†. His commission as a Lieutenant bears date Sept. 24, in the same year; he was made a Commander Jan. 22, 1806; appointed to the Prometheus fire-ship, in April, 1807; and advanced to post-rank, Oct. 13, following.

From this period we lose sight of Captain Parker, until his appointment to the Tenedos frigate, April 15, 1812. During the remainder of the war he was very actively employed on the North American station, where he assisted at the capture of the U. S. ship President, in Jan. 1815‡.

Captain Parker's last appointment was, Mar. 15, 1818, to the Iphigenia of 42 guns; in which ship he visited Quebec, and subsequently served on the Jamaica and Mediterranean stations. Whilst in the West Indies no less than 85 of his

* Memoirs of the above Admirals will be found in the Naval Chronicle, Vol. V. pp. 281—307; and Vol. XX. pp. 337—346.

† See Vol. I. p. 665 *.

‡ See Vol. II. p. 681, *et seq.* and memoir of Captain Henry Hope, C. B.

officers and men fell victims to the climate. He was put out of commission June 12, 1821.

This officer married, July 16, 1821, Caroline, youngest daughter of Sir Frederic Morton Eden, Bart.

Agents.—Messrs. Brine and Chards.

CHARLES SIBTHORP JOHN HAWTAYNE, Esq.

Second son of the Rev. William Hawtayne, thirty-four years Rector of Elstree, co. Hertford, in early life an Ensign in the third regiment of foot-guards; and at the commencement of the French revolutionary war, being offered the chaplaincy of the Defence 74, by Captain Gambier, he embarked in that ship, and entered the subject of this memoir, July 18, 1793.

Having served the usual period of six years, this officer was appointed Lieutenant of the Espiegle sloop, employed in the expedition against Holland, Aug. 24, 1799; and subsequently joined the Greyhound frigate, Captain Charles Ogle, on the Mediterranean station, where, in common with many other officers, he received a gold medal from the Turkish government, at the close of the Egyptian campaign. His next appointment was, in 1803, to the Isis 50, bearing the flag of Vice-Admiral Gambier, commander-in-chief at Newfoundland; and in the following year we find him proceeding to India with Sir Edward Pellew, by whom he was successively appointed acting Captain of the Duncan frigate, and Governor, *pro tempore*, of the Royal Naval Hospital at Madras. His commission as Commander was confirmed Jan. 31, 1806.

In the summer of 1807, whilst commanding the Cephalus of 18 guns, he conveyed Mr. Gambier, Consul General, to Lisbon; and on the 13th Oct. in the same year, was promoted to post rank. The Rev. Mr. Hawtayne having accompanied Admiral Gambier, on board the Prince of Wales, to Copenhagen, on the memorable fall of that place the Admiral made this special request in favor of the son; an instance

of such disinterested and truly kind feeling that we are requested by Captain Hawtayne to state it.

We next find this officer commanding the Quebec frigate; and, in 1810 and 1811, reporting the capture of the following armed vessels, on the North Sea station:

L'Imperatrice French lugger privateer, of 14 guns and 60 men (only 42 on board); taken after a chase of 24 hours.

Two French lugger-rigged galleys, each carrying 25 men (the whole of whom escaped); brought off from Egmont-op-Zee.

A privateer schuyt, of 4 guns and 25 men; driven on shore near the Texel, by the Idas cutter, Lieutenant Duncan; and gallantly brought off by him to the frigate.

Le Jeune Louise, French schooner privateer, 14 guns and 60 men (only 35 on board), cut out in a most gallant manner from her anchorage in the Vlie Stroom, by the boats of the Quebec, under the command of Lieutenant Stephen Popham, assisted by Lieutenant Richard Augustus Yates.

Le Renard French cutter privateer, 6 guns and 24 men, taken by the Kite sloop of war, in company with the Quebec.

Four gun-vessels (their joint force 12 heavy cannon and 102 men), attacked at noon day, in a strong position, upon the flats within the island of Norderney, coast of East Friesland, and captured by the boats of a squadron detached from Admiral Young's fleet, consisting of the Quebec, Raven sloop, Redbreast and Exertion gun-brigs, and Princess Augusta and Alert cutters, Aug. 3, 1811. Honorable mention is made of this exploit by Admiral Young, commander-in-chief, in his official letter of the 11th Aug. forwarding Captain Hawtayne's report. Lieutenant Samuel Blyth, first of the Quebec, was immediately advanced to the rank of Commander: and other junior officers promoted.

La Christine Charlotte cutter, commanded by a French Lieutenant, and manned with 12 of the Douanes Imperiales: taken by the same boats, sent from the frigate at anchor in the Weser.

And, l'Olympia, a large French cutter privateer, of 10 eighteen-pounders and 79 men, out only twenty-four hours from Dunkirk, upon a six weeks' cruise; captured by the Quebec, Oct. 30, 1811.

The Quebec, being found unfit for sea, was paid off in 1812; and Captain Hawtayne's next appointment was, Jan. 15, 1816, to the Scamander of 42 guns, fitting for three years' service, on the West India station; but being visited by a heavy domestic calamity at that time, he exchanged into the Florida, 24, and was chiefly employed superintending the revenue cruisers in the North Sea, until 1819.

This officer has been twice married; first to Elizabeth,

second daughter of the late George Griffin Stonestreet, Esq. of Clapham, High Sheriff for the county of Surrey, in 1800; by whom he had three sons and two daughters. Secondly, in Feb. 1820, to Anne, daughter of the late Commissioner Charles Hope. He has two relations in the church, viz. the Rev. George Griffin Stonestreet (cousin and brother-in-law), domestic chaplain to the Duke of York; and the Rev. John Hawtayne (younger brother), D. D., Archdeacon of Bombay.

JAMES WHITLEY DEANS DUNDAS, Esq.

(*Formerly* James Deans, Esq.)

Nephew to Charles Dundas, of Barton Court, Berkshire, Esq. M. P. for that county.

This officer served for some time as a Lieutenant of the Cambrian frigate, on the Halifax station, where he assisted at the capture of several armed vessels*. His commission as a commander bears date Oct. 8, 1806; and about the same period he was appointed to the Rosamond sloop of war, in which vessel we find him stationed off the Isle of Rugen, attending upon the Hon. Henry Pierrepont, H. M. Ambassador to the King of Sweden, during the siege of Stralsund, in 1807.

After the fall of that city, the Rosamond joined Admiral Gambier's fleet at Copenhagen, where Captain Deans sustained some injury from the splinters of a shell which burst near him whilst he was employed extinguishing a fire in the dock-yard during the night of the 22d Sept. His active and zealous exertions on that occasion appear to have been very praiseworthy, and did not fail to obtain him the approbation of Admiral Gambier, Sir Samuel Hood, and other superior officers. His promotion to post rank took place on the 13th of the following month; and about the same period he was appointed to act as captain of the Cambrian.

In April, 1808, Captain Deans married Janet, only daughter and heiress of the above mentioned C. Dundas, Esq. and on that occasion he obtained the royal license and authority to

* See Vol. I. p. 667.

take the name and bear the arms of Dundas, in addition to his own.

From March, 1809, until the end of the same year, Captain Dundas commanded the Stately 64, bearing the flag of Rear-Admiral Thomas Bertie, on the Baltic station*. His next appointments were, about Feb. 1812, to the Venerable 74 (*pro tempore*); and, Sept. following, to the Pyramus 38, in which frigate he brought Sir James Saumarez from Gottenburg to England, at the close of 1812.

During the remainder of the war, Captain Dundas was employed cruising in the Channel, where he captured la Ville de l'Orient French privateer, of 14 guns and 97 men; together with several American letters of marque. We subsequently find him commanding the Tagus frigate, on the Mediterranean station.

Agents.—Messrs. Barnett and King.

SAMUEL JACKSON, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer entered the naval service in 1790, as a midshipman on board the Kite cutter, and continued in that vessel, principally on the Irish station, until the commencement of the French revolutionary war in 1793; when he joined the Romulus frigate, commanded by Captain (now Sir John) Sutton; under whom he served as master's-mate, at the occupation of Toulon, and on various other services, of which the following is an outline.

We shall begin by stating, that the Romulus, although in so sickly a state when she arrived at Gibraltar, from England, as to be obliged to send nearly 100 men to the hospital, was nevertheless one of the first ships that entered the port of Toulon with marines, &c. sent to take possession of that town and its defences. She was afterwards ordered to Leghorn, where her commander received information that several republican armed vessels and privateers had been annoying the

* See Vol. I. p. 385.

British trade in that quarter, and were then lying at the island of Capraja. Being joined by the Meleager frigate, Captain Sutton lost no time in proceeding thither; and finding on his arrival that the enemy's place of retreat was inaccessible to the ships, he immediately sent a detachment of boats to attack them. This service was most gallantly and successfully performed under a heavy fire of musketry from the Frenchmen, who had landed and placed themselves behind rocks in preference to remaining on board their vessels, although they were moored at the entrance of a creek where there was scarcely room left for the boats to enter. The prizes proved to be two privateers of 6 guns each, one vessel mounting a long brass 24-pounder, and two armed row-boats. Another batch of marauders was afterwards brought out from an inlet in the island of Corsica, under nearly similar circumstances, Lieutenant Robert Sause directing the whole detachment, and Mr. Jackson commanding a boat on each occasion. In the first attack the assailants had not a man hurt; and in the second only 4 persons were wounded.

The Romulus subsequently joined the Agamemnon 64, in an attack upon the forts and batteries of Bastia; on which occasion she was struck several times by hot shot, and her main-sail partially set on fire: but although the action continued for a considerable length of time, she fortunately had not a single person slain, and only a few wounded.

From the Romulus, Captain Sutton removed into the Egmont 74; which ship, as we have already stated, sustained a loss of 7 men killed and 21 wounded, when engaged with the Toulon fleet, Mar. 14, 1795*. On the day after that action, Mr. Jackson had a very narrow escape, the Egmont having thrown her top-sails aback, in order to facilitate the operation of taking a prize in tow, and, suddenly gathering stern way, run down the boat into which he was then receiving the stream cable through one of the gun-room ports. Providentially, however, himself and crew were got on board without any serious injury, although the boat was stove to pieces and instantaneously sunk.

* See Vol. I. pp. 253 and 340.

The Egmont also formed part of Vice-Admiral Hotham's fleet at the capture and destruction of l'Alcide, French 74, July 13, 1795. In the spring of 1796, Mr. Jackson accompanied Captain Sutton to the attack of a French squadron lying in the bay of Tunis, the result of which enterprise has been stated at p. 254 of our first volume; but we shall take this opportunity of mentioning, that the armed vessel brought out with the Nemesis and Sardine was a polacre of 20 guns: the one destroyed appears to have been a cutter.

Some time after this exploit, Mr. Jackson joined the Victory, a first rate, bearing the flag of Sir John Jervis, K. B. by whom he was made a Lieutenant, and appointed to the Alliance store-ship, in the autumn of 1796. At the close of that year he returned to the Egmont, as junior Lieutenant, and proceeded in her to Lisbon, where he obtained universal commendation for his exertions in saving the officers and crew of the Bombay Castle 74, which ship had struck upon the South Catchup, when about to enter the Tagus, in company with Sir John Jervis's squadron, and was afterwards completely wrecked.

It appears from the various accounts we have received of that disaster, that Lieutenant Jackson was sent with the Egmont's boats to assist in getting the Bombay Castle off; but that the impossibility of doing so soon became apparent, and a gale of wind, which commenced two days after the accident, convinced all present that her total destruction was at hand. At this alarming moment, when the least hesitation might have proved fatal to every one on board, Lieutenant Jackson volunteered, at the risk of his own life, to carry a letter to the commander-in-chief, and to point out the necessity of immediately removing her crew. This measure being agreed to by Sir John Jervis, all the boats of the squadron were despatched on the following morning (Dec. 24, 1796), and Lieutenant Jackson had the honor of leading them through a narrow channel, which he had passed on his way to the Admiral.

During Lieutenant Jackson's absence, the Bombay Castle had parted asunder, and fallen over on her beam-ends;—the

situation of her crew may be readily conceived. On approaching the wreck, the boats were welcomed with three cheers; and whilst the tide was ebbing they succeeded in removing every seaman, marine, and boy, to the Zealous 74: not one of the officers, however, would quit their post until this service was accomplished; and before the boats could return to take them away also, the sand was again overflown, which rendered it impracticable to approach the wreck within a considerable distance. The destruction of the officers now seemed inevitable; but happily they were rescued from their perilous situation by the undaunted conduct of Lieutenant Jackson, who being determined to leave no means untried, pulled to windward in the Egmont's launch, forced her through a heavy sea, and at length gained the shattered fabric, when, to the indescribable joy of every one near the spot, the Bombay Castle's officers were seen lowering themselves from the jib-boom and spritsail-yard into the boat thus heroically brought to their relief, and which afterwards conveyed them in safety to the others. We feel much pleasure in adding, that Lieutenant Jackson's extraordinary exertions were duly appreciated by the court-martial subsequently assembled to investigate the circumstances attending the loss of the Bombay Castle, and that the thanks of the court for his intrepidity and humanity were publicly communicated to him by the president, Captain (now Sir Thomas) Foley.

The Egmont assisted at the defeat of the Spanish fleet off Cape St. Vincent, Feb. 14, 1797, on which occasion Lieutenant Jackson was slightly wounded.

We next find the subject of this memoir commanding the Egmont's barge, and gallantly supporting Sir Horatio Nelson in his attack upon the Cadiz flotilla, under Don Miguel Tyrason, who had come out with a large force in order to cut off the Thunder bomb, during her retreat from before the walls of that city, July 3, 1797 *. The transactions of that night are thus described by Nelson, in a letter to Earl St. Vincent:—

* See Captain JOHN GOURLY.

"In obedience to your orders, the Thunder bomb was placed, by the good management of Lieutenant Gourly, her present commander, assisted by Mr. Jackson, master of the Ville de Paris, who volunteered his able services, within 2,500 yards of the walls of Cadiz; and the shells were thrown from her with much precision: but unfortunately it was soon found that the large mortar had been materially injured by its former services. I therefore ordered her to return under the protection of the Goliath, Terpsichore, and Fox. The Spaniards having sent out a great number of mortar-boats, armed launches, &c., I directed a vigorous attack to be made on them; which was done with such gallantry, that they were driven and pursued close to the walls, and must have suffered considerable loss. I have the pleasure to inform you, that two mortar-boats and an armed launch remained in our possession. * * * * * My praises are generally due to every officer and man, *some of whom I saw behave in the most noble manner*, and I regret it is not in my power to particularize them. I must beg to be permitted to express my admiration of Don Miguel Tyrason, the commander of the gun-boats:—in his barge he laid my boat alongside, and his resistance was such as to honor a brave officer, 18 of the 26 men being killed, and himself and all the rest wounded."

From the manner in which our great hero speaks of his encounter with Don Miguel Tyrason, the public have been led to believe that his boat alone was opposed to the Spaniard, and that 18 of the enemy lost their lives by the sword and pistol. The fact is, that Lieutenant Jackson boarded the enemy's vessel on one quarter at the same moment that Nelson did on the other; and that several of the Spanish crew were drowned in consequence of their being thrown overboard by the Egmont's people when they attempted to get possession of Lieutenant Jackson's boat. The knowledge of this circumstance may be useful to Nelson's future biographer:—Messrs. Clark, M'Arthur, and Southey, seem not to have been aware of it when writing their accounts of his lordship's splendid actions.

The Egmont being paid off at Chatham early in 1798, Lieutenant Jackson was then appointed to the Superb 74, in which ship he continued until his promotion to the rank of Commander.

After serving some time with the Channel fleet, and as part of a detached squadron under Commodore Home, the Superb accompanied Sir Charles Cotton to the Mediterranean, in pursuit of an armament which had escaped from Brest; and on

her return from thence Lieutenant Jackson received an order to command that ship during the absence of Captain Sutton's successor, the present Sir Richard Goodwin Keats.

The Superb was subsequently employed escorting a fleet of outward bound Indiamen as far as the Cape de Verds. Having performed that service, she joined the squadron stationed off Cadiz, under Sir James Saumarez, and soon had an opportunity of distinguishing herself in a very eminent degree. The following account of her proceedings on the memorable 12th July, 1801, has been sent to us since the publication of our first volume *:—

"At 8 P.M., July 12th, the British having made every preparation for another battle, and the enemy being then clear of Cabritta point, Sir James Saumarez formed his line and bore up in pursuit of the combined squadrons. At 9-30, he hailed Captain Keats, and directed him to make sail a-head, for the purpose of bringing their rearmost and inshore ships to action. In less than two hours, having run her friends out of sight, the Superb ranged up on the quarter of a Spanish three-decker, the Real Carlos, and opened a heavy fire, within musket-shot. The San Hermenegildo, of 112 guns, was then sailing nearly in a line abreast of the Real Carlos, and some of the Superb's shot, which passed astern of or over the latter, having struck that ship, led to the belief that her consort was an enemy. Under this impression, Captain Emparan commenced cannonading Captain Esquerra, who sustained the joint fire of his brother Spaniard and the British 74, until the Real Carlos was discovered in flames, occasioned by her fore-top-mast, being shot away, and the wreck having fallen over the starboard guns, the fire from which communicated to the sails, and caused indescribable confusion. Her helm being now deserted, the Real Carlos rounded to, gathered stern way, and fell on board the San Hermenegildo, just as the latter was about to throw in a raking broadside, Captain Emparan still supposing her to be an enemy. Unhappily, every effort they made to get clear of each other proved unavailing, and the state of the weather prevented the Superb from sending them any assistance.

"Having thus caused the destruction of two Spanish first-rates, Captain Keats proceeded in pursuit of other game, and succeeded in closing with the San Antonio 74, bearing the broad pendant of a French Commodore, whom he compelled to surrender after a warm action of about half an hour. The prize was taken possession of by Mr. Jackson, first Lieutenant of the Superb."

The San Antonio had on board 200 French seamen, 100 of Buonaparte's "Invincibles," and 500 Spaniards. Want of

* See Vol. I. p. 343 *et seq.*

time, and other circumstances, prevented Lieutenant Jackson from being accompanied by more than a single boat's crew, one marine officer, and four privates. On arriving alongside, his boat was stove and sunk under the prize's bottom; himself and his companions were consequently exposed to great peril before they obtained possession. At day-light, July 13, not one of the British squadron was in sight, except the Calpe polacre, and in the course of the day his shattered charge approached so close to Cape Trafaigar as to afford the prisoners an excellent opportunity of retaking, and running her into Cadiz. The honorable conduct of the French officers deserves to be recorded:—they informed Lieutenant Jackson that their men were arming for that purpose; but that, as the ship had been fairly captured in battle, they could not think of entering into their views, and would therefore use any remaining influence they might possess to induce them to desist. Lieutenant Jackson and his handful of men instantly proceeded to disarm the prisoners, threw all their weapons overboard, and thereby convinced them that their design was detected. A violent quarrel now took place between the Frenchmen and the Spaniards, each party accusing the other of misconduct in the recent action. Lieutenant Jackson took advantage of this dissension,—the dons were ordered below, and the duty of guarding them assigned to their late allies. This mark of confidence pleased the republicans so much that they volunteered to assist in repairing damages; regularity was completely restored, and the ship, in a few hours, brought perfectly under command. The next day she was taken in tow by Captain Keats, who conducted her to Gibraltar. It is almost superfluous to add, that Lieutenant Jackson was immediately afterwards advanced to the rank of Commander.

At the renewal of hostilities, in 1803, Captain Jackson was appointed to the Autumn sloop of war; and in the course of the same year we find him selected by Rear-Admiral Robert Montagu to conduct the operations of a small squadron, stationed off Calais, for the purpose of preventing the gun-vessels in that port from forming a junction with the Boulogne flotilla, a service which was then considered as one of the utmost im-

portance. On the 27th Sept. the bombs under his orders anchored to the N. E. of the town, and the sloops, &c. within range of the pier-head battery, in order to try the effect of shells and shot upon the enemy's shipping. The French immediately opened a fire from all directions, and the first shell thrown by them fell very close to the Autumn, bursting under water; but although she continued in the same position for several hours, no damage appears to have been done to her, or indeed to any of the British squadron. In his official letter respecting this affair, Captain Jackson informed his commander-in-chief that the east end of Calais appeared to be on fire for some time, the shells which had not fallen in the midst of the enemy's vessels having gone into the town, and that he did not discontinue the attack until the wind came on to blow so fresh from the N. E. that the springs would not hold his ship against the wind and tide. In reply to this communication Lord Keith wrote as follows:—

"*Monarch, off Broadstairs, Sept.* 29, 1813.

"Sir,—I have received your letter of yesterday, acquainting me with the attack which, with H. M. vessels under your orders, you had made upon the enemy's gun-boats in Calais pier, and I very much approve of the measures which you appear to have taken for effecting their destruction.

(Signed) "KEITH."

"*Captain Jackson, Autumn.*"

Early in 1804, a division of the enemy's flotilla was discovered proceeding along shore, under the protection of their formidable land batteries. Being promptly attacked, several vessels were driven on the beach; but the remainder succeeded in reaching Boulogne, the place of their destination. In this affair the Autumn had 1 man killed and 6 others wounded.

In July following, we find Captain Jackson serving under the orders of Captain (now Sir Edward) Owen, by whom he was highly praised in an official letter addressed to Rear-Admiral Louis, a copy of which will be found at p. 127 *et seq.* of our second volume. Shortly after the event there recorded he received the following communication from his senior officer:

"SIR,—I have it in command from Rear-Admiral Louis to signify to you the approbation of the commander-in-chief, and of my lords commissioners of the Admiralty, of your conduct in annoying the enemy, and

thereby preventing him reaching his ports in safety, by which several of his vessels suffered, and very considerable damage was done him, on the night of the 19th, and morning of the 20th July. In conveying to you this flattering commendation of our superiors, I must add, that I feel the greatest pleasure from the handsome manner in which the different vessels proceeded to execute my intentions; and beg you will express to your officers and crew how much I was pleased with their energy and ardour, and that it is my hope some more favorable opportunity will yet allow them to exert their courage with still better effect.

(Signed) "E. W. C. R. OWEN."

We have already stated that Captain Jackson was entrusted with the charge of one of the principal explosion vessels attached to the "catamaran expedition," in the autumn of 1804*: his conduct on that dangerous service is thus noticed by a contemporary writer:

"Captain Jackson was ordered to lay her alongside of the French Admiral Bruix. The night was extremely dark, and when within a very short distance of his victim, his boat's crew in the gig ready to put off, the string attached to the clock to set it going slipped out of his hand, and could not be found. Jackson said he thought it better to be blown up than to go back with such a story; and breaking open the hatchway, which was securely battened over, he jumped down, regained the string, and by the time he was on deck the vessel was alongside the Admiral's praam. As he pulled the fatal line he stepped into his gig and put off; in twenty-five seconds (the expected time) the vessel exploded, but did no other injury to the enemy than taking away her bowsprit: Jackson and his brave crew escaped unhurt†."

On Captain Jackson's return to the Downs, he had the honor of being invited to dine with the immortal Pitt and two of his colleagues, Lords Harrowby and Melville, at Walmer Castle, where he received a promise of promotion from the latter nobleman, who was then at the head of the Admiralty, but unfortunately retired from office before he could fulfil his intentions; which are thus alluded to in a letter from Lord Keith to the subject of this memoir:

"DEAR SIR,—I have to acquaint you with a conversation which passed between me and Lord Melville after the affair off Boulogne, and the message which his lordship directed me to deliver as soon as he quitted the

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* See p. 45 *et seq.*, and note at p. 46.

† See Brenton's *Nav. Hist.* v. III, p. 257.

ship. 'I cannot promise promotion to all who expect it, there has been 'so much of late; but as to Captains Jackson, M'Leod, and Edmonds, 'and Lieutenant Steuart, you may *assure them* I will *soon*,—but give me my 'own time and way,—*for I consider it as a duty I owe them*.' I am, with great regard, dear Sir, your obliged humble servant,

(Signed) "KEITH*."

"*To Captain Jackson.*"

Captain Jackson's next appointment was to the Mosquito, a fine brig of 18 guns, fitting at Chatham for the North Sea station. On the 12th April, 1805, being off Scarborough, he discovered three sail in the offing, two of them firing guns, apparently to bring to the third. All sail was immediately made in chase of them, and the first overtaken proved to be a Guernsey sloop with a cargo of contraband goods. The other strangers were also in his possession shortly after day-light the next morning, and proved to be the Orestes and Pylades, Dutch built koffs, fitted out as French privateers, each carrying a 24-pounder carronade, 6 swivels, and a considerable number of small arms, with a complement of 33 men.

At the latter end of the same year Captain Jackson was entrusted with the charge of a fleet of transports having on board 5000 troops and a large supply of ammunition, provisions, horses, &c. &c., for Lord Cathcart's army in Hanover. He was at the same time directed to discharge the pilots then on board the Mosquito, and to receive others specially appointed by government. On the evening of the day following his departure from the Nore, the fleet, according to his reckoning, had approached very near to the mouth of the Texel, steering E. by S. with the wind westerly, and every appearance of bad weather. On remonstrating with the pilots for pursuing a course which would inevitably entangle them with a lee shore, they replied that they had charge of the convoy by direction of government, and would neither alter the course nor suffer any person to interfere with them; adding, "that Captain Jackson was completely mistaken as to their situation." Confident in his own judgment, and deter-

* The late Viscount Melville was on board the Monarch during the attack of Oct. 2, 1804.

mined not to endanger the safety of his important charge, he instantly suspended the pilots, hauled to the wind, and obtained a cast of the lead, by which it was clearly ascertained that the Mosquito was then upon the edge of the Haak sand. At this critical moment a signal of distress was made by a ship in shore, which proved to be the Helder frigate, employed as a transport, and having on board 500 troops, the whole of whom were made prisoners by the Dutch fleet on the following morning. Thus, by a timely and judicious decision on the part of Captain Jackson, this valuable convoy was preserved at least from capture, if not from total destruction; which service was duly acknowledged by Colonel Cookson of the royal artillery, commanding officer of the troops, in an official letter to Lord Cathcart, written on the arrival of the fleet in the Weser.

We subsequently find Captain Jackson commanding a detachment on the Calais and Boulogne stations, where the Mosquito on one occasion fell in with five of the enemy's armed schooners, two of which were driven on shore and destroyed. In Oct. 1806, he commanded a number of rocket-boats in an attack made upon the flotilla at Boulogne, already noticed at p. 133 of Vol. II. Part I.

During the expedition against Copenhagen in 1807, Captain Jackson was attached to the squadron under Commodore Keats, stationed in the Belt to prevent supplies being thrown into the island of Zealand; and on the surrender of the Danish navy he was appointed, *pro tempore*, to the Surveillante frigate, her proper captain, the late Sir George Collier, being selected to carry home Admiral Gambier's despatches, announcing that important event. His post commission was confirmed by the Admiralty, Nov. 5, 1807.

Soon after this advancement, Captain Jackson was appointed to his old ship the Superb, in which he accompanied Sir Richard Strachan's squadron to the Mediterranean, in pursuit of a French armament that had effected its escape from Rochefort. On his return to England he received orders to proceed to the Baltic station, where he hoisted the flag of his former commander, Rear-Admiral Keats, with whom he shared the

important service of rescuing a Spanish army, commanded by that patriotic nobleman the late Marquis de la Romana; an interesting account of which will be found in "Southey's History of the Peninsular War," Vol. I. pp. 654—666.

During the ensuing winter the Superb was frozen up at Gottenburgh, from whence she returned to England in the spring of 1809; at which period, a report being current that Lord Keith was about to be invested with a command, and the Superb then in a very defective state, Captain Jackson made a tender of his services to that distinguished officer, whose reply to his offer we here insert:

"*Harley Street, May* 5, 1809.

"DEAR JACKSON,—I am favored with your letter, and obliged by its contents: I hardly think my services will ever again be called for; but, in case of such an event, nothing could be more acceptable than to have a man like yourself near me; for, without flattery, your services command respect, and I am much grieved they have not met that reward which is due to them. It is true, applications are numerous and opportunities rare; but I did hope you would have been brought forward ere now. I am, very sincerely, your obliged and faithful humble servant,

(Signed) "KEITH."

In the following summer the Superb formed part of the fleet under Sir Richard Strachan at the reduction of Walcheren, from whence she returned in so bad a state as to render it necessary for her to undergo an extensive repair. She was consequently put out of commission at Portsmouth, the subject of this memoir hauling down the same pendant as a Post-Captain, which he had hoisted as a junior Lieutenant twelve years previously.

From this period Captain Jackson remained unemployed till the commencement of 1812, when he received an appointment to act in the Poictiers 74, then on Channel service, but subsequently attached to the North Sea fleet under Admiral William Young. In Dec. following, he obtained the command of the Lacedemonian, a new 38-gun frigate fitting for the North American station, where he continued during the remainder of the war between Great Britain and the United States.

On the 5th Oct. 1814, the boats of the Lacedemonian, under

the directions of Lieutenant Richard Stovin Maw, captured an American gun-vessel and four merchantmen, part of a convoy which had been discovered passing between Cumberland and Jekyll islands. The British on this occasion had 4 officers and men wounded; the enemy, 1 man killed, 4 wounded, and several driven overboard.

One of the last acts of hostility in that quarter of the world was the attack of fort St. Petre and the town of St. Mary's, already noticed in our memoir of Captain Robert Barrie, C.B.: the subject of this memoir, who had for several months previous been employed with a squadron under his orders blockading the enemy's ports and rivers between Cape Fear and Amelia Island, was afterwards sent up the Chesapeake to recapture an East India ship recently taken by the Americans, and which he succeeded in bringing down the river without any resistance on the part of the enemy. He returned to Portsmouth June 4, 1815, after assisting at the capture and destruction of property calculated at more than half a million sterling.

Captain Jackson's next appointment was, Aug. 29, 1815, to the Niger 38, which frigate appears to have been successively employed conveying the Hon. Charles Bagot, ambassador to the United States, from Portsmouth to Annapolis; and Sir John Sherbrooke, Governor of Canada, from Halifax to Quebec. During the winter of 1816, we find him left as senior officer on the coast of Nova Scotia, where he continued until his ship was found unserviceable, when he returned to England in a transport, bringing with him the officers and crew of the Niger.

Being put out of commission on his arrival, in Sept. 1817, Captain Jackson remained on half pay for upwards of five years; but was at length appointed to command the Ordinary at Sheerness, which highly responsible office he held during the established period. The insignia of a C.B. was conferred upon him in 1815, as a reward for his long and meritorious services.

Captain Jackson married, Dec. 6, 1817, Clarissa Harriet, daughter of Captain Madden, Agent for the Portsmouth divi-

sion of royal marines, and niece to Major-General Sir George Madden, Knt. K. T. S.

SIR EDWARD THOMAS TROUBRIDGE, BART.

ONLY son of the late Rear-Admiral Sir Thomas Troubridge, Bart. an officer who was the architect of his own fortune, and who will long be remembered as a pattern of professional excellence, of undaunted valour, and of patriotic worth.

We find no particular mention of the subject of this memoir previous to July 1806, when he commanded the Harrier brig, and bore a principal part in some successful operations against the Dutch, as will be seen by the following copy of an official letter from the officer under whose orders he was then serving:—

"*Greyhound, Java Seas, 27th July*, 1806.

"SIR,—I have the honor to inform you, that H. M. ships Greyhound and Harrier, after destroying, on the 4th July, under the fort of Manado, the Dutch Company's brig Christian Elizabeth, armed with 8 guns, and having a complement of 80 men, stood across the Molucca sea to the island of Tidon, where they captured, on the 6th, another of the enemy's cruisers called the Belgica, armed with 12 guns and manned with 32 men; from thence proceeding to the westward, on the evening of the 25th July, four ships were descried passing through the Straits of Salayer; immediate chase was given to them, and, by nine, I had the satisfaction of seeing them lying to between the small Dutch posts of Bouthian and Boolo-Combo, at about seven miles distance from the shore. I easily made out one of them to be a frigate, and another a corvette; but a third had so much the appearance of a line-of-battle ship, that both Captain Troubridge and myself deemed it prudent to wait till day-light before we examined them. We accordingly lay-to during the night, at two miles distance to windward; and as the day broke, I had the pleasure of finding the ship which had forced us on cautionary measures, was a large two-decker, resembling an English Indiaman.

"The enemy (for they proved to be a Dutch squadron) immediately drew out in order of battle on the larboard tack, under their top-sails; the frigate taking her station in the van, an armed ship astern of her, the large ship in the centre, and the corvette in the rear. Fortunately for us the frigate, by fore-reaching upon her second astern, caused a small opening in their line. It was suggested to me by Mr. Martin, Master of H. M. S. Greyhound, that if we could close with the enemy whilst in that position, our attack might be made to advantage: accordingly, under French colours,

we bore up, as if with an intention to speak the frigate; and when within hail, all further disguise being unnecessary, we shifted our colours, and commenced firing, which was instantly returned with a smartness and spirit that evinced they were fully prepared for the contest. The Harrier, who had kept close astern of the Greyhound, on seeing her engaged, bore round up, and passing between the frigate and her second astern, raked them both, the latter with such effect that she bore up to return her fire" (as did also the two-decked ship), "thus leaving the frigate separated from them. Being resolved to avail myself of this advantage, and anxious to be in a position for supporting the Harrier, now engaged in the centre of the enemy's line, I wore close round the frigate's bows, raking her severely while passing; and when on the starboard tack, by throwing our sails aback, we fell into the desired position. The cannonade from the Greyhound was now admirable, while that of the frigate visibly slackened, and at last, after an action of forty minutes, wholly ceased. On hailing to know if they had struck, they answered they had; and Lieutenant Home took immediate possession of her. On directing her fire on the ships astern, they all followed her example, except the corvette, who, from being in the rear, had suffered little in the action, and now made off towards the shore. Captain Troubridge immediately wore in pursuit of her, sending, at the same time, a boat to take possession of the large ship, whose fire he had silenced early in the action. Perceiving the corvette sailed remarkably well, and that she could spread more canvass than the Harrier, her masts and rigging being entire, I recalled the latter from a chase which was likely to be fruitless.

"The prizes proved to be the Dutch republican frigate Pallas, of 36 guns, commanded by N. S. Aalbers, a Captain in the Dutch navy" (who was mortally wounded); "the Victoria, of about 800 tons; and the Batavia, of about 500 tons: both the latter are armed for the purpose of war, and richly laden with the produce of the Moluccas. The ship which escaped was the republican corvette William, mounting twenty 24-pounders, and manned with 110 men.

"The support and assistance I have received from Captain Troubridge on every other occasion, through a difficult and perilous navigation, I attribute to the same talents, ability, and zeal, which he so nobly displayed on this one.

"I feel happy in an opportunity for recommending Mr. Purvis Home, first Lieutenant of the Greyhound, a deserving good officer, who proved that innate courage was to be assisted by experience; and I reaped the benefit of that which he had acquired at Copenhagen, by the advice and assistance he gave me. The fire from the main-deck, and the consequences of it, is the best encomium on Lieutenants Andoe and Whitehead; but I beg leave to add, that their conduct has been as good and exemplary on every other occasion. I have had cause to speak of Mr. Martin in the body of this letter; I can only add, that he is a credit to the profession to which he belongs. The behaviour of the warrant officers and midshipmen was

highly becoming; from among the latter I beg leave to recommend Messrs. Harris, Bray, Grace, and Marjoribanks, as young officers deserving of promotion.

"Captain Troubridge speaks in the highest terms of the Harrier; he had requested me to make known the great assistance he received from Mr. Mitchell, the first Lieutenant; and the very exemplary conduct of acting Lieutenant Charles Hole *. In expressing his approbation of the conduct of the warrant and petty officers, he mentions Messrs. Coffin and Mitford, midshipmen, especially: and I take the liberty of adding, that both of them have served their time.

(Signed) "CHARLES ELPHINSTONE †."

"*To Sir Thomas Troubridge, Bart., &c. &c. &c.*"

In this action the British suffered considerably in their masts and rigging; but the loss they sustained was trifling, when compared with that of the enemy: it amounted to no more than 1 man killed, and 11 persons wounded: among the latter was Mr. George Marjoribanks, master's-mate of the Greyhound. The Dutch had 12 killed and 39 wounded, 8 of whom mortally. We should here observe, that the force of the combatants would have been nearly equal, if the Indiamen had not been "armed for the purpose of war;" but, as they took an active part in the engagement, the preponderance was possessed by the enemy; the Greyhound being only a 32-gun frigate, and the Harrier a brig, mounting 16 carronades (32-pounders) and 2 long sixes.

Captain Troubridge's father was, at this period, commander-in-chief of the naval force employed to the eastward of Ceylon; and we believe that the last official letter he ever transmitted to England was the one which we have just transcribed: his lamentable fate now demands our attention.

Viscount Exmouth, then Sir Edward Pellew, having been ordered to assume the chief command in the Indian seas, Sir Thomas Troubridge, who had but for a short time shared the patronage and emoluments of that desirable station, proceeded from Pulo Penang to Madras, where his flag-ship, the Blenheim 74, then under jury-masts, was found to be totally unfit

* Made a Commander Aug. 29, 1812.

† Son of the Hon. William Fullarton Elphinstone, and nephew to Admiral Viscount Keith.

for further service, she being very much hogged, and her beams, &c. shewing that she was in danger of falling to pieces; while the labour of her crew at the pumps barely sufficed to keep the water from gaining on them as she lay at anchor. In vain did her captain * represent her crazy state, and predict that she would be their coffin; the Rear-Admiral, whose pride it was to overcome difficulties, persisted in his purpose of taking her to the Cape of Good Hope, and many persons of the highest respectability felt happy in being allowed to take a passage with him.

The Blenheim sailed from Madras, Jan. 12, 1807, in company with the Java frigate, and the sloop recently commanded by Captain Troubridge; which vessel lost sight of her consorts near the Isle of Rodrigues, during a tremendous gale on the fifth of the following month, and there is reason to believe that they both foundered during the continuance of the storm.

Hearing of the distressed state in which his brother officer was last seen, and having a faint hope that he might have put into some port to repair his damages, Sir Edward Pellew directed the subject of this memoir, then commanding the Greyhound, to go in search of his worthy father, instructing him to proceed, in the first instance to Rodrigues, then to the Mauritius, and subsequently to Madagascar; Captain Troubridge's anxious and melancholy cruise is thus described by an officer belonging to that frigate:

"*Greyhound, Simon's Bay, Cape of Good Hope, Sept.* 21, 1807.

"*Dear Uncle,*— * * * * In my last, from Madras, I informed you of our intended search after our much lamented friend, Sir Thomas. At the Isle of France, Captain Troubridge sent me in with a flag of truce; the enemy did not allow me to land, but in other respects they were very civil; giving us every information they possibly could, and sending us extracts of letters from different correspondents at Madagascar, Bourbon, and Rodrigues; together with a description of a piece of oak which had been picked up near Bourbon, and which appears to have been a large ship's top-mast cross-tree. On the second day after the Harrier parted from the Blenheim and Java, a line-of-battle ship was seen from the heights of Isle Bourbon, making

* Austin Bissell, Esq.

signals, but at such a distance that they could not be made out; we imagined it might have been the Admiral informing his consort that the land was discovered; and our ideas, I assure you, were very sanguine on the subject, more particularly when we arrived at St. Mary's (Madagascar), where the inhabitants acquainted us that two ships answering their description had put into that harbour, and continued there about twenty days, during which time they watered and took on board a considerable number of bullocks. We imagined it was them, consequently made the best of our way to this place, but when off the Cape met with contrary winds and very tempestuous weather. Rear-Admiral Stirling is fitting us with all despatch, intending to send us back to India, although, from the state of the ship, and our captain's probable loss, we hoped that he would have allowed us to go home, particularly as Captain Troubridge so much wishes it."

Among others who perished with Sir Thomas Troubridge were Captain Charles Elphinstone and Lord Rosehill, the latter a son of the Earl of Northesk, and a very promising young officer. The Java was commanded by Captain George Pigot, and their joint crews amounted to at least 1000 persons. It is remarkable, that the Harrier also foundered in the vicinity of Madagascar, about Mar. 1809.

Sir Edward T. Troubridge's commission as a Commander, was confirmed Sept. 5, 1806; and he obtained post-rank on the 28th Nov. in the following year. His last appointment was, Feb. 8, 1813, to the Armide frigate; and in Aug. 1814, we find him capturing the Herald, American privateer schooner, of 17 guns and 100 men; and the Invincible, French letter of marque, of 16 guns and 60 men. His conduct as senior officer of the naval brigade, landed to assist at the reduction of New Orleans, is highly spoken of in the naval and military despatches respecting that unfortunate enterprise. He married, Oct. 19, 1810, Forrester, youngest daughter of Sir Alexander J. Cochrane, K. B.

CHARLES GORDON, Esq.

Was made a Commander May 20, 1806; and advanced to post-rank, Dec. 21, 1807. In Nov. 1809, he commanded the Caroline frigate, and assisted at the destruction of more than eighty piratical vessels at Ras-al-Khyma and other ports si-

tuated in the Gulf of Persia; a service which will be fully described in our memoir of Captain Samuel Leslie.

Captain Gordon was subsequently appointed to the Ceylon (formerly an East Indiaman) of 672 tons, mounting 24 long 18-pounders, 2 nines, and 14 twenty-four pounder carronades, with a complement of 235 officers, men, and boys. The following is a copy of his official letter reporting the capture of that ship by a French frigate and corvette, "after a most gallant defence," Sept. 18, 1810:—

"*H. M. S. Ceylon, St. Paul's, in the Island of Bourbon, Sept.* 22, 1810.

"Sir,—I have to inform your Excellency, that, agreeably to your orders, I proceeded towards the Island of Bourbon, and on the 17th instant, being in expectation of falling in with the blockading squadron off Port Louis, I reconnoitred that harbour, and estimated the enemy's force at seven frigates and one large corvette. Not finding the squadron, I bore up, at noon, for Bourbon. At one o'clock, two of the enemy's ships were observed coming out of port, and soon discovered to be in chase of H. M. ship; the headmost gained fast, and the sternmost slowly. I continued under the same sail, endeavouring to draw them as far as possible, which also tended to extend the distance of the chasing ships. At 15 minutes past twelve (midnight), on the enemy's coming alongside, I found her to be a frigate of the largest class. After a severe conflict of one hour and ten minutes, she hauled off and dropped astern, which I concluded was to wait her consort's coming up.

"Finding the great superiority of force I encountered (*having drawn my conclusion of the enemy's force before dark*), I lost not a moment in repairing my rigging, which was much cut, and made sail, in hopes of reaching the island. At two descried the enemy's second ship. At 2-15, the headmost coming alongside, I shortened sail to the top-sails, and renewed the action. At 4, I had the satisfaction to see her mizen-mast and three top-masts go by the board; a few minutes afterwards the Ceylon's fore and main-top-masts fell. At this time H. M. ship being unmanageable, had suffered severely; the rigging and sails being cut to pieces, which entirely precluded all further manœuvre. The action was maintained and continued with great spirit. At 5 A. M., the enemy's fore and main-masts standing, with the assistance of his foresail, enabled him to wear close under our stern, and take a raking position on our lee quarter. H. M. ship lying an unmanageable wreck, I directed the mizen-top-sail to be cut away, and endeavoured to set a fore-stay-sail, in hopes of getting the ship before the wind, but without effect. The second ship having opened her fire, with the great advantage the enemy had by having both his ships under command, enabled him to take and keep his raking position, and pour in a heavy and destructive fire, while H. M. ship could only bring a few quarter guns to bear.

"In the shattered and disabled state of H. M. ship, a retreat was impossible. The superiority of the enemy's heavy and destructive fire left me no hopes of success. Reduced to this distressful situation, feeling the firmest conviction that every energy and exertion was called forth, under the influence of the strongest impressions I had discharged my duty and upheld the honor of H. M. arms, feeling it a duty I owed to the officers and crew, who had nobly displayed that bravery which is so truly their characteristic, when I had lost all hopes of saving H. M. ship, to prevent a useless effusion of blood, I was under the painful necessity of directing a light to be shewn to the second ship, as a signal that we had struck.

"I think it a duty I owe to Captain Ross, of H. M. 69th regiment, to thus publicly acknowledge the able support I received from him and his party of men, who were acting as marines for the time being."

(Signed) "CHARLES GORDON."

"*To Rear-Admiral Drury, &c. &c.*"

The enemy's ships proved to be the Venus, of 1105 tons, mounting 28 long 18-pounders, 4 nines, and 12 heavy carronades, with a complement of 380 men; and the Victor corvette, of 16 guns and 150 men. The Ceylon, on quitting Madras, was 47 men short of complement; but she had there embarked 100 soldiers, part of whom were to serve as marines, so that, including Major-General Abercromby and his staff, she had about 295 persons on board at the commencement of the action. Her loss consisted of 10 killed, 5 dangerously, 8 (including Captain Gordon) severely, and 18 slightly wounded. We have already stated that she was retaken in the course of the same day by H. M. sloop Otter, in company with the Boadicea frigate*. Her captain, officers, and crew were soon afterwards tried by a court-martial, and honorably acquitted.

Captain Gordon married, Nov. 20, 1818, Anne, eldest daughter of Lieutenant-General Lord Blayney.

GEORGE HARRIS, Esq.

A Companion of the Most Honorable Military Order of the Bath.

SON of the late Mr. Thomas Harris, more than half a century, chief proprietor and manager of Covent Garden Theatre.

* See Vol. I. Part II. p. 631.

This officer was made a Lieutenant, May 7, 1805; a Commander, Sept. 25, 1806; and a Post-Captain, Dec. 21, 1807; from which latter period, until the conclusion of the war, he was very actively employed in the Sir Francis Drake, and Belle Poule frigates, on the East India and Channel stations. The following is an extract from Brenton's Naval History, Vol. IV. p. 491:

"In August 1810, Captain George Harris, of the Sir Francis Drake, captured off Java a Batavian ship of 8 guns, a schooner of 6 guns, a privateer, two gun-boats, with 4 guns each; and, in addition to these, between the 9th of August and the 8th of September, seven Batavian gun-boats, five piratical proas, and thirty-five Dutch trading vessels."

Towards the close of the same year, Captain Harris was stationed in the Straits of Sunda, under the orders of Commodore Byng, (now Viscount Torrington), for the purpose of affording protection to the outward bound China fleet. Whilst thus employed, he fell in with eight Malay proas, and sent a party to examine them, it being his intention to destroy all armed vessels of that description, but to let those engaged only in peaceable commerce pass unmolested. The Malays made not the least opposition or even objection to the visit, but on the contrary invited four seamen, who had boarded one of the proas, to go down into the cabin, where they instantly massacred them, cut them in pieces, and hung their bleeding remains among the rigging. This act of savage ferocity was overtaken with the most speedy, condign, and complete punishment; for Captain Harris, under the emotions excited by so treacherous and horrid a murder, stood nearer to the shore, and fired on the pirates till not a vestige of them remained visible; the whole of those barbarous wretches, about 400 in number, were either killed or wounded. During the same cruise, the boats of the Belliqueux and Sir Francis Drake destroyed a French ketch and two gun-vessels, under a heavy fire from the batteries of Bantam, with the loss of only one man belonging to the frigate. This service was conducted in a most judicious and highly spirited manner by Captain Byng's first Lieutenant, the late Captain Joseph Prior, who died at St. Hillier's, Jersey, Sept. 13, 1818; and that officer was ably

supported by acting Lieutenants James Bradley, — Dawson, and Edward Brown Addis; and Mr. Pierre, a passed Midshipman belonging to the Belliqueux. The subsequent capture and destruction of a French flotilla, by the Sir Francis Drake and her boats, is thus described by Captain Harris, in a letter to Commodore Broughton, the then senior officer in India, dated off Rembang, May 23, 1811:

"Sir,—In lat. 6° 35′ S. and long. 111° 32′ E. Rembang bearing S. W., 13 miles, being on my passage, to put in force your order of the 1st April, and having been necessitated to anchor during the night of the 22nd inst. from contrary winds and a strong current setting to the westward, I had the satisfaction, at day-light, to observe a flotilla of the enemy's gun-vessels, consisting of nine feluccas and five proas, at anchor, close in shore, about three miles from us. They weighed and stood for Rembang, but were so closely chased, that, by seven o'clock, three or four well-directed broadsides brought five of the feluccas under our guns to an anchor, which were instantly taken possession of. The others, finding themselves cut off from their port, furled sails, and pulled up in the wind's-eye of us, direct for the shore, out of reach of our guns. Shoaling our water considerably, made me despatch Lieutenants Bradley and Addis; Lieutenant George Roch, R. M.; and Messrs. George Groves, John Horton, and Matthew Phibbs, Midshipmen; with Lieutenant Knowles, Mr. Gillman, and 12 privates of H. M.'s 14th regiment, in four six-oared cutters and a gig, to board them, the frigate keeping under way, working up to windward, ready to cover the boats.

"It is with peculiar pleasure I have to state, that the undaunted and gallant conduct of this small party of officers and men, made prizes of all the rest by eight o'clock, without the loss of a man, notwithstanding a sharp fire of grape from several pieces of ordnance, with continual musketry, which commenced the moment the boats got within grape-shot distance, and did not cease until our seamen laid their oars in to board; when the crew of each vessel either jumped overboard, or went away in their boats. I am sorry to state the loss of the enemy must have been great, as their boats being small, and overloaded with men, arms, and ammunition, many were capsized, and most of the men in them, as well as those that jumped overboard, drowned; the scene I understand was truly piteous, as the officers commanding our boats were prevented from affording that relief which humanity would have dictated, from having to launch two of the feluccas off the beach, in the face of a brisk fire of small arms, from the men who had escaped and fled into the jungle.

"Being an eye-witness of the conduct of this brave detachment, from the quarter-deck of the Sir Francis Drake, I beg leave to represent it in

terms of the highest praise. The enclosed is a list of the vessels, their force, &c. . .

(Signed) "GEORGE HARRIS *."

From this period Captain Harris appears to have been actively employed on the coast of Java, until the final reduction of that valuable colony. On the 12th Aug. 1811, he was detached from Batavia to take possession of the French fortress at Samanap, "in which he was eminently successful," as will be seen by his official report to Rear-Admiral Stopford, dated the 1st of Sept.

"Sir,—On the night of the 29th August, the boats of H. M. ships Sir Francis Drake and Phæton, left the anchorage under the isle of Pondock, in two divisions, the one led by Captain Fleetwood B. R. Pellew, the other by myself. I previously despatched the Dasher, Captain Benedictus Marwood Kelly, round the south end of Pulo 'I Lanjong, to gain an anchorage, as near the fort of Samanap as possible; by day-light, on the 30th, the boats sailed through the channel, formed by the east end of Madura and 'I Lanjong, and at half-past twelve (midnight) effected a landing, without discovery, at a pier-head about three miles from the fort. The landing, although difficult, from its being rocky, and low water, which prevented the boats from coming near the pier, was soon accomplished, and, at half-past one (A. M. on the 31st), two columns, composed of 60 bayonets and 20 pikemen, each flanked by a 12, 4, and 2-pounder field-piece, having the Hussar's marines in reserve, began their march, in the utmost order, towards the fort. Silence was so rigidly observed, during our progress, that, notwithstanding the governor had intimation of the Dasher having weighed and stood in for the harbour, and that boats were seen approaching the tower, the fort did not discover our approach until we were through the outer gate, which was open. The gallantry of the rush at the inner gate prevented them from securing it, and only allowed time for two or three guns on the south-

* Eight feluccas, of 87 tons each, *burnt*. These vessels were quite new, and remarkably well built, but the nature of Captain Harris's orders would not allow him to preserve them. They were 87 feet long, 17 feet broad, and fitted with carriages, &c. for 7-inch howitzers and 24-pounder carronades. Each of them was calculated to row 60 oars, but neither had a single piece of ordnance, nor more than 24 men on board, when first discovered by the British. The ninth felucca being armed with an howitzer and a carronade, was manned as a tender to the Sir Francis Drake. One proa of 50 tons, mounting two 9-pounders and one swivel, was given up to the prisoners, 87 in number. Four other proas, of the same size and force, and two small merchant vessels in ballast, were burnt. Total 16 sail

west bastion to be fired: the storm was as sudden as it was resolute, and we became masters of the fort by half-past three o'clock, after a feeble struggle of ten minutes, by 300 or 400 Madura pikemen, who, with their chiefs, were made prisoners on the ramparts.

"On the appearance of day-light, observing the French colours flying on a flag-staff at the east end of the town, and perceiving the natives begin to assemble in numbers, I sent Captain Pellew with a column of 100 bayonets and one field-piece, with a flag of truce, requesting the governor would surrender in ten minutes, and promising that private property should be respected. To my utter astonishment I received a most insulting answer, requiring me, in three hours, to evacuate the fort, or he, the governor, would storm it; and at the same time Captain Pellew sent Mr. (John William) Oldmixon, an intelligent young officer, to inform me their force appeared about 2,000 strong, protected by 4 field-pieces in their front, on a bridge possessing every advantage of situation, the column having to advance along an even and strait road for a quarter of a mile before they could force the bridge. I did not hesitate, but sent to my companion in arms, and assistant in advice, Captain Pellew, to advance when the first gun was fired from a column I should lead out of the fort, and that I should take a route that would turn the enemy's left wing. This had the desired effect; for, on their seeing my party advance, they drew off two field-pieces, and broke their line to oppose us.

"I led 70 small-arm, and 20 pike-men, belonging to the Sir Francis Drake and Dasher, supported by a 4-pounder field-piece, into action, leaving a reserve of 40 or 50 men in the fort: both columns gave their vollies nearly at the same moment, and for five minutes a sharp fire was given and returned as we advanced; but on our near approach the enemy gave way, and a most animated and spirited charge made their flight and defeat complete, and we were left masters of the field, colours, and guns. The governor and other Dutch inhabitants were made prisoners; and I accepted of a flag of truce from the Rajah of Samanap, who was present, under conditions that the inhabitants of his district should not arm themselves against us again.

"I have now the gratification of mentioning my approbation of the conduct of every officer and man under my immediate command, in both contests; and have great pleasure in adding, that Captain Pellew expresses himself much satisfied with those under his command in storming the town. I do not wish to particularise any, for all did their duty in a gallant manner. One instance I cannot omit noticing, the conduct of Lieutenant Roch, R. M., belonging to the Sir Francis Drake, who was speared twice by two natives, when resolutely endeavouring to wrest the colours out of the hands of a French officer, who was killed in the fray.

"In justice also, I gladly acknowledge the assistance and advice I have received from Captain Pellew, who aided every point of service with his well known zeal, ability, and bravery; Captain Kelly merits my warmest

thanks, for the punctuality in obeying, and the judgment in putting my orders into execution; and I gratefully acknowledge the cordial and ready assistance and advice of Captain (James Coutts) Crawford*. Lieutenant Cunningham, of the Sir Francis Drake, with the officers and men stationed at the launches, &c. obtained my praise, and deserve every recommendation for the arrangement of the boats in case of defeat. I have now to regret the necessity of subjoining an account of the killed and wounded of the four ships†, in which, when I consider the strength of the fort, and the numbers opposed to us, in storming the town, I deem ourselves particularly fortunate. The fort is a regular fortification, mounting 16 six-pounders. The governor acknowledges to have had in the field 300 muskets, 60 artillery-men, and from 1500 to 2000 men armed with long pikes, a pistol and a creés each. The enemy suffered considerably; the field was covered with their dead. I have not been able to ascertain their numbers, either in the fort or town, but I understand the commander-in-chief of the natives (second in rank to the Rajah of Samanap) and his two sons were slain."

(Signed) "GEORGE HARRIS."

"In the hurry and confusion of writing the above," Captain Harris forgot to mention a battery of 12 nine-pounders, that protected the mouth of the river, which was destroyed by a party under the command of Lieutenant Roch, R. M., in the face of the enemy, whilst Captain Pellew was negociating with the Governor.

The success of the British at Samanap was followed up by what Rear-Admiral Stopford describes as a "master-stroke of policy" on the part of Captain Harris, viz. the drawing the Sultan of Madura from the French alliance, and attaching him to the British interests, which "essentially contributed to the final reduction of Java ‡."

On the 13th Sept. Captain Harris, with the assistance of the Maduries, captured 10 battering cannon, long 24-pounders, that were going to the enemy at Sourabaya, off which place he joined his commander-in-chief on the 18th; and as there was no field-officer of the army then with Rear-Admiral Stopford, he received directions to take command of the troops destined against Gressie. On the 10th that post was occu-

* See Vol. II. Part II. p. 672.

† Total, 3 killed, 28 wounded.

‡ The official letters written on this occasion will be found in the Naval Chronicle, Vol. XXVII, p. 82 and 83.

pied by Captain Harris, after putting several parties of the enemy to flight; and on the 22nd, articles of capitulation were agreed upon between him and the commandant of Sourabaya: but when these terms were on the point of being signed, intelligence was received from Lieutenant-General Sir Samuel Auchmuty, of the capitulation for the surrender of Java and its dependencies having been concluded four days previous, in consequence of which Sourabaya was taken possession of under the conditions at that time agreed to.

We now lose sight of Captain Harris until April 3, 1813, on which day, in the Belle Poule, he captured the Grand Napoleon, American schooner, of 4 guns and 32 men, with a valuable cargo, from New York, bound to Bourdeaux; this vessel was copper-fastened, pierced for 22 guns, and measured no less than 305 tons. On the 11th of the following month, Captain Harris also took the Revenge letter of marque, from Charlestown bound to the same French port, pierced for 16 guns, having on board 4 long nine-pounders and 32 men. His share of the proceedings in the Gironde river will be noticed under the head of Captain John Coode, C. B.

Captain Harris's last appointment was, Mar. 22, 1823, to the Hussar of 46 guns. The proceedings of a court-martial by which he was tried on a charge of delaying the public service, whilst under orders to convey his Majesty's Ambassador to Lisbon, are detailed in the "*Hampshire Telegraph*," Dec. 1, and 8, 1823, from which journal we make the following extracts:—

"The charges have not been proved against Captain George Harris, and are without any foundation; the communications from the Foreign Office to the Admiralty, originating in the letters of Sir Edward Thornton, to the Under Secretary of State, mentioning therein that the Hussar was not ready for sea, are totally without foundation, as that ship appears to have been in perfect readiness to have put in execution the orders from the Lords Commissioners of the Admiralty, from the moment of her anchoring in Plymouth Sound, on the 9th August, and to have been solely and entirely delayed by the non-embarkation of Sir E. Thornton; and that no blame whatever, in the slightest degree, is imputable to Captain George Harris, who, on the contrary, appears to have acted throughout with his accustomed zeal and promptitude: nor has the conduct of Captain Harris been in any way

contrary to the discipline of the royal navy, highly prejudicial to the public interest, or to his Majesty's service; and the Court doth, therefore, adjudge the said Captain George Harris to be MOST HONORABLY ACQUITTED, &c.

"Upon this sentence being read by the Judge Advocate, the President, Sir James Hawkins Whitshed rose, and addressed Captain Harris to the following effect:—'Captain Harris, it now becomes a pleasing part of my duty to restore to you your sword, which, as the sentence read will have assured you, is untarnished and unsullied. It has often been so wielded by you, in defence of your King and Country, and I feel confident satisfaction that it will ever be so worn as to promote your own honor, and the credit and best interests of your country.'"

Captain Harris married, Nov. 29, 1821, Anna Maria, eldest daughter of John Woodcock, of Fern Acres, Buckinghamshire, Esq.

Agents.—Messrs. Stilwell.

THOMAS GARTH, Esq.

WAS made a Commander Mar. 3, 1804; and advanced to post rank Jan. 4, 1808. His first appointment afterwards was to act as Captain of the Impérieuse frigate, which ship he joined at Portsmouth, a short time previous to the sailing of the expedition destined against Antwerp.

After assisting at the reduction of Flushing, Captain Garth proceeded up the Scheldt, where he was actively employed during the whole of the operations in that river, and on one occasion very warmly engaged with a land battery, the magazine of which was blown up by Shrapnel's shells, discharged from the Impérieuse's carronades. The services performed by part of his crew, on shore, will be noticed under the head of Commander Eaton Travers.

In the spring of 1810, we find Captain Garth employed under the orders of Captain (now Sir George) Cockburn, who had been sent to Quiberon bay for the purpose of co-operating with the Baron de Kolli, in an attempt to effect the liberation of Ferdinand VII., then a prisoner at Valençay*. On

* See Brenton's Nav. Hist. Vol. IV. pp. 421—424.

the 27th June following, he sailed from Portsmouth for the Mediterranean station, where he was successively removed into the Cossack of 22 guns, and Cerberus 32. The capture of various armed vessels and merchantmen, by the boats of the latter ship, will be described in our memoirs of Captains Edward H. Delafosse, and John William Montagu.

Captain Garth married, April 1820, Charlotte, eldest daughter of Lieutenant-General Frederick Maitland.

Agents.—Messrs. Cooke, Halford, and Son.

JOHN CLAVELL, Esq.

We first find this officer serving under Vice-Admiral Collingwood, who, when about to remove from the Dreadnought 98, to the Royal Sovereign of 100 guns, just before the glorious battle of Trafalgar, made the following honorable mention of him in a letter to Lord Nelson:

"I have had a little distress about two Lieutenants being senior to my first, *Clavell*, who is indeed my right arm, and the spirit that puts every thing in motion; but I hope your lordship will appoint them to this ship, their names are Palmer and Hewson; and then I will take my signal Lieutenant, whose name is Brice Gilliland."

It is scarcely necessary to add, that the Vice-Admiral's request was immediately granted: Mr. Clavell consequently became first Lieutenant of the Royal Sovereign, and was made a Commander by his veteran friend immediately after the memorable conflict of Oct. 21, 1805; on which day he appears to have been wounded, and Mr. Gilliland numbered with the slain.

In Aug. 1807, Captain Clavell commanded the Weasel brig, and captured three French transports; having on board a colonel and 251 soldiers, going as a reinforcement to the garrison of Corfu. He also drove on shore three other vessels of the same description, and intercepted a trabacolo carrying despatches to that island. His post commission bears date Feb. 4, 1808.

From this period we lose sight of Captain Clavell until June 19, 1811, when he was appointed to the Orlando 36; which fri-

gate he dismantled and laid up at Trincomalee about the close of 1818. From thence he returned to England in the Malabar, a new 74, Sept. 1819.

Captain Clavell's last appointment was to command the ordinary at Portsmouth; where he has been recently superseded in consequence of the accidental destruction of H. M. S. Diamond *.

Agents.—Messrs. Cooke, Halford, and Son.

WILLIAM STANDWAY PARKINSON, Esq.

This officer is said to have been "one of the earliest followers of Nelson," to whose notice he was recommended by Captain (now Sir Charles Morice) Pole, Bart. †. He received his first commission in 1794; served as junior Lieutenant of the Dido 28, in her gallant action with la Minerve French frigate, June 24, 1795 ‡; and was third of Nelson's flag-ship at the defeat of the French fleet in Aboukir bay, Aug. 1, 1798. His promotion to the rank of Commander took place Aug. 12, 1799.

Captain Parkinson subsequently commanded the Zebra bomb and Merlin sloop, on the North Sea station; and the Favorite sloop, employed under Sir Alexander Cochrane, at the Leeward Islands. He was advanced to post rank (on his arrival at the Admiralty with the despatches announcing the surrender of the Danish West India colonies) Feb. 9, 1808.

He married, in 1800, the only daughter of the Rev. Edward Clarke, of Uckfield, Sussex.

Agents.—Messrs. Stilwell.

JAMES MURRAY GORDON, Esq.

Was made a Lieutenant Feb. 25, 1803; advanced to the rank of Commander Feb. 1, 1806; and posted Feb. 15, 1808. He married, Dec. 13, 1810, Mrs. Charlton, daughter of Archdeacon Caulfield.

* See *Hampshire Telegraph* of Mar. 19, 1827.

† See Nav. Chron. Vol. 19, p. 144.

‡ See Vol. II., Part I., p. 86.

GEORGE LANGFORD, Esq.

On the 2d Mar. 1808, Captain Langford, then commanding the Sappho brig, of 18 guns and 120 men, on the North Sea station, captured the Admiral Yawl, a Danish brig of 28 guns and 83 men, victualled and stored for five months. This vessel was of a very unusual construction, her guns being mounted on two decks, viz., 12 eighteen-pounder carronades on one, and 16 long sixes on the other. She maintained a close action for half an hour, during which her second officer and 1 seaman were killed. The Sappho had only 2 men wounded, one of whom was the pilot. Captain Langford was promoted to post rank immediately his official letter reached the Admiralty. His commission bears date Mar. 5, 1808.

WILLIAM HENRY DILLON, Esq.

Son of the late Sir John Talbot Dillon, of the distinguished family of that name in Ireland.

This officer entered the naval service early in 1790, under the auspices of Vice-Admiral Roddam, commander-in-chief at Portsmouth *; by whom he was placed on board the Saturn 74, for a passage to his proper ship, the Alcide, commanded by Sir Andrew Snape Douglas, and forming part of the grand fleet, then lying in Torbay, under the orders of Earl Howe. While belonging to the latter third rate, Mr. Dillon was occasionally lent to the Hebe, Niger, and other frigates employed as Channel cruisers †.

In Dec. 1792, the subject of this memoir joined the Thetis 38, Captain Francis J. Hartwell; which ship was employed

* Robert Roddam, Esq., senior Admiral of the Red, died at Roddam, co. Northumberland, Mar. 31, 1808, aged 89 years.

† The Hebe and Niger were commanded by two very distinguished officers—the late Captain Alexander Hood, and the present Sir Richard Goodwin Keats.

convoying a fleet of East Indiamen from St. Helena to England, at the commencement of the French revolutionary war; and paid off in Sept. 1793. We next find him serving on board the Defence 74, under the command of Captain (now Lord) Gambier, and bearing a part in the glorious battle of June 1, 1794 *. On that memorable day, Mr. Dillon was stunned by a splinter striking him in the head; but although he lay for some time senseless, under the bodies of two men who were slain at the same moment, he does not appear to have sustained any serious injury. His quarters, we should observe, were the three foremost lower-deck guns; and they suffered more than any others on that deck, one gun being quite disabled, and 14 men killed and wounded.

In the ensuing winter, Mr. Dillon followed Captain Gambier into the Prince George 98, then fitting at Chatham, and afterwards attached to the Channel fleet, under Lord Bridport. Of that ship he was the senior midshipman at the capture of three sail of the line, near l'Orient, June 23, 1795 †, but unfortunately he had not then served a sufficient time to qualify him for promotion.

In Aug. following, the Prince George was ordered to be fitted for the flag of Rear-Admiral Christian; with whom, being warmly recommended to that officer, Mr. Dillon successively removed into the Glory 98, and Thunderer 74.

On the 16th Nov. 1795, Rear-Admiral Christian and Sir Ralph Abercromby sailed from St. Helen's, with a large naval and military force under their orders, destined against the enemy's West India colonies; but when abreast of Torbay they encountered a violent S. W. gale, which dispersed the fleet and drove many of the transports on shore. In consequence of this disaster, and having lost her rudder, the Prince George put back to Spithead (towed by the Colossus 74), where the Rear-Admiral's flag was shifted to the Glory; and the utmost efforts were made to repair the damages sustained by the rest of the squadron.

On the 9th Dec. Rear-Admiral Christian again sailed, with

* See Vol. I., Part I., note at p. 75 *et seq.*; and Vol. II., Part II., p. 582.

† See Vol. I., p. 246; and Vol. II., p. 93.

such ships and transports as were ready; but scarcely had he cleared Scilly, when the wind flew round from E. to N. W. and S. W., and blew with almost unremitted violence for several weeks; during which storm many vessels foundered, and the Glory narrowly escaped a similar fate, a heavy sea having struck her, and filled the lower deck with water. Of two-hundred and forty sail, only thirteen remained in company with her when she was also obliged to bear up for Portsmouth*.

Notwithstanding these disasters, the object of the expedition was persevered in; and so satisfied were H. M. ministers that Rear-Admiral Christian had done every thing in his power to forward their design, that, in Feb. 1796, he was created a Knight of the Bath.

A third attempt to clear the Channel was more successful. On the 20th Mar. 1796, Sir Hugh Christian and his military colleague put to sea in the Thunderer; and when past Madeira, the Rear-Admiral removed into the Astrea frigate, being anxious to arrive as quick as possible at Barbadoes, in order to make immediate preparations for an attack upon St. Lucia.

The skill, alacrity, and unremitted exertions of himself and his subordinates, during the siege of that island, were duly acknowledged by Sir Ralph Abercromby, a copy of whose "general order" will be found at p. 134 of our first volume.

After the surrender of Morne Fortunée, Mr. Dillon was sent with a detachment of boats to take possession of Pigeon Island, and we believe that he himself hoisted the British colours in the battery, May 27, 1796.

A short time subsequent to the reduction of St. Lucia, Mr. Dillon was appointed to act as Lieutenant of the Ariadne 20;

* At the critical period alluded to above, when many of the Glory's crew were ascending the fore-rigging under the impression that the ship was foundering, Sir Ralph Abercromby came to the cabin door and asked a midshipman whom he saw standing near the wheel, if much danger existed. Being told that the sea was coming in through the lower-deck ports, the heroic General very coolly remarked, "I shall only be in the way—I'll go back to my cot!"

which ship he left in order to join l'Aimable frigate, commanded by Captain Jemmet Mainwaring, an active and enterprising officer, whose melancholy fate we have already recorded *.

Owing to the varied nature of the services on which she was employed, l'Aimable frequently came in contact with the enemy's batteries; and she appears to have sustained some damage, besides having several men wounded, in an unsuccessful attack upon a squadron of French frigates lying at St. Eustatia: the ships in company with her on that occasion were the Bellona 74, Captain George Wilson; Invincible 74, Captain William Cayley; and Lapwing 28, Captain Robert Barton.

About this period, Lieutenant Dillon was strongly recommended to Sir Henry Harvey for promotion; and being well acquainted with the French language, he was subsequently often employed as the bearer of a flag of truce to Victor Hugues, governor of Guadaloupe, for the purpose of effecting an exchange of prisoners. The difficulties attending a negociation with that ferocious republican will readily be conceived; but notwithstanding the arduous nature of the duty thus imposed upon him, we know that the services he rendered to his country on those occasions were highly appreciated by all his superior officers †.

In Dec. 1797, Lieutenant Dillon was offered an appointment to Sir Henry Harvey's own ship, with a promise of early advancement; but his health was then so bad, occasioned by more than ordinary exposure to the climate of the West Indies, that he was under the necessity of returning to England, where he arrived in Mar. 1798; the commander-in-chief having shewn the sense he entertained of his services by granting him leave of absence for six months (instead of causing him to undergo a survey), and thereby affording him an opportunity of joining the flag-ship at the expiration of that period.

In May 1798, finding that his health was not sufficiently

* See Vol. II. Part II. note † at p. 603.

† Victor Hugues, "the Robespierre of the colonies," died at Bourdeaux, in 1826.

re-established for service in a tropical climate, Lieutenant Dillon joined the Glenmore frigate, forming part of a squadron employed co-operating with the King's troops in the suppression of the Irish rebellion. Whilst on that service he assisted in taking possession of Wexford *, and was afterwards sent with a brother officer to apprehend a man named Skallion, who had assumed the appellation of *Admiral*, and borne a conspicuous part in all the treasonable proceedings of that alarming period. The discovery and caption of this traitor was attended with considerable risk, as he was to be searched for and secured in the midst of a disaffected populace; but by good management he was conducted to head-quarters without injury to either party On delivering up their prisoner, Lieutenant Dillon and his companion received the thanks of a court-martial then sitting (to try such offenders), for the very effectual and expeditious manner in which they had fulfilled their mission.

In the course of the same year, Lieutenant Dillon was successively appointed to the Venerable 74, and Crescent frigate; the latter commanded by Captain William Granville Lobb, under whom he sailed for Barbadoes and Jamaica, in company with a fleet of merchantmen, about Sept. 1799. The capture of El Galgo, Spanish brig of war, near the Mona passage, is thus officially described by that officer in a letter to Sir Hyde Parker, dated at Port Royal, on the 22d Nov. following:

"On the 15th instant, the S.W. end of Porto Rico bearing N. E. 10 or 12 leagues, we fell in with a squadron consisting of a line-of-battle ship, frigate, and corvette. As the two former were directly in our course on the larboard tack, I made the convoy signal to haul to the wind on the starboard tack; then made sail to reconnoitre them; and on joining the Calypso (sloop), which had previously chased, perfectly coincided with Captain (Joseph) Baker, that they were enemies. The line-of-battle ship and frigate keeping close together, I was in great hopes of drawing them from the convoy, by keeping within random shot to windward; and bore up for that purpose, making the Calypso's signal to chase N. W. the direction the body of the convoy was then in: at 9, the enemy tacked, and I

* See Vol. I. p. 389. *N. B.* The town was taken possession of by a naval detachment, previous to the entry of the troops.

was under the necessity of making the signal to disperse. The Calypso bore up for that part of the convoy that was running to leeward. The corvette, which had been seen some time before, was standing for the ships that had kept their wind; I immediately made sail to relieve them, and had the good fortune to capture her. The enemy were previously chasing the ships to leeward, and I was happy to observe them haul their wind, I suppose on perceiving the situation of the corvette; but this, as well as their other manœuvres during the course of the day, appeared so very undetermined, that they did not take the necessary steps to prevent our obtaining possession of her; nor had they brought to any of the convoy at dark, notwithstanding they had been near them for twelve hours: and their situation was such as to give me sanguine hopes not any have been captured. The squadron proved to be Spanish, from St. Domingo, bound to the Havannah, consisting of the Asia 64, Amphitrite 44, and Galgo of 16 guns *."

El Galgo was conducted to Jamaica by Lieutenant Dillon, who became first of the Crescent on her arrival at Port Royal; where it was ascertained that only one ship had fallen into the enemy's hands, and that she also might have escaped, if her master had paid proper attention to the signals and motions of his superiors.

We next find the Crescent cruising in the gulf of Mexico, where she intercepted a Spanish armed packet. Returning from thence, through the gulf of Florida, she also captured, after a long chase and two hours' running fight, the Diligente, French national brig, mounting 12 long 12-pounders, with a complement of more than 100 men.

This latter prize was taken possession of by Lieutenant Dillon, whose attention was soon drawn to a noise below; and, on listening, he plainly heard some one threatening to blow up the vessel. Rushing down to the magazine, he there found the republican captain in a state of intoxication, and in the act of holding a lighted candle to one of the powder-barrels, with the diabolical intention of carrying his menace into effect, but which was thus providentially frustrated through Mr. Dillon's knowledge of the French language. Had any other officer of the Crescent been sent to take possession instead of him, there is no doubt that every person on board

* The Crescent was a 36-gun, 18-pounder, frigate; the Calypso, a ship-sloop, rated at 16 guns.

the Diligente would have perished, as the wind had by that time increased to a gale.

After the capture of Curaçoa, in Sept. 1800 *, the Crescent was selected by Lord Hugh Seymour to convey reinforcements thither; and she appears to have hoisted that officer's flag when he first visited the newly-acquired colony †.

In June, 1801, Lieutenant Dillon assisted at the destruction of the Meleager 32, which ship had grounded on the Triangles, in the gulf of Mexico, and was there burnt by order of Captain Peter Halkett, commanding the Apollo frigate.

We should here state, that when the Meleager first struck upon these shoals, her Captain, the Hon. T. B. Capel, directed a number of the officers and men to proceed to Vera Cruz, and there to deliver themselves up, as prisoners of war, to the Spaniards: himself and the remainder of his officers and crew were preparing to follow, when the Apollo and Crescent fortunately arrived from an adjacent cruising ground, brought them off, destroyed their ship, and conveyed them to Jamaica. The exchange of the whole was afterwards effected by Lieutenant Dillon, whom we find employed as a negociator both at Vera Cruz and the Havannah.

The subject of this memoir subsequently proceeded in a small prize felucca, with 23 other volunteers under his command, to attack a large schooner, supposed to be a Spanish privateer belonging to St. Jago de Cuba; but after rowing all night he had the mortification to find that she was an American trader. In the mean time, the Crescent had departed from her cruising ground, and Lieutenant Dillon, having used every endeavour to rejoin her without success, was obliged to beat up to Jamaica, where he arrived after being upwards of three weeks on bread and water only. At the close of that anxious cruise, he appears to have had a very

* See Vol. II. Part I. p. 12.

† Lieutenant Dillon was warmly recommended to Lord Hugh Seymour, who marked his kind intentions towards him, by allowing him to remain first of an active frigate, whilst he kept a vacancy for him in his flag-ship. Unfortunately, however, the noble Admiral was suddenly cut off in the midst of his honorable career [see p. 158]; and Mr. Dillon's prospects were consequently blighted.

narrow escape, the master of an English merchant ship, although aware that peace had taken place, having opened a warm fire of round, grape, and musketry upon the felucca, which was then becalmed near Port Royal, and within hail of her wanton assailant, one of whose shot (a 9-pounder) tore away part of Lieutenant Dillon's trowsers; but providentially neither himself nor any of his people sustained the least injury.

Our officer's active and zealous conduct had by this time obtained him the favorable notice of his new commander-in-chief, the late Sir John T. Duckworth, who placed him on his list for preferment; but unfortunately Mr. Dillon's health became so bad that he was obliged to return home as first Lieutenant of the Juno 32, which frigate was paid off at Woolwich, in Aug. 1802.

At the renewal of hostilities, in 1803, the subject of this memoir was employed raising seamen at Hull; and after remaining a short time on that service, he received a commission appointing him first Lieutenant of the Africaine 38, then considered "one of the finest frigates in the British navy*."

In July, 1803, Lieutenant Dillon experienced one of the most extraordinary vicissitudes of a naval life. On the 20th, whilst blockading Helvoetsluys, he was sent into that port with a flag of truce from Lord Keith to the Dutch Commodore Valterbuck, who gave orders for him to be detained, separated from his men †, and placed in confinement on board a small schooner lying in the harbour. In this state of durance he continued until the arrival of despatches from the Hague, which were given to him with an intimation that he was at liberty to depart. The order for his release, however, proved to be a mere pretence; for when on the point of shoving off from the Dutch schooner, an armed launch belonging to a French frigate demanded his immediate surrender; and, having no means of making resistance, he was obliged to submit to this unwarrantable summons. On hearing of his captivity, remonstrances were made by England, first to the Batavian republic, and finally to the French government, for the libe-

* See Vol. II. Part I. p. 208.

† A boat's crew belonging to the Leda frigate, Captain Robert Honyman.

ration of Lieutenant Dillon and the boat's crew; but, notwithstanding these circumstances, he was detained a prisoner upwards of four years, in defiance to the law of nations, and in open violation of every privilege in relation of flags of truce, as established and acknowledged by all civilized powers *.

At the time this outrage was committed, there were lying in Helvoetsluys two French frigates, in addition to the Dutch squadron commanded by Commodore Valterbuck. After confining him for some time on board a dogger, where the flag of truce was kept flying as if in derision, the French Commodore removed Lieutenant Dillon to his own ship, the Furieuse; and whilst in her he caught a malignant fever, which nearly proved fatal to him. From that frigate he was sent on board la Libre; and after being kept for several weeks in a state of cruel suspense, it was at length intimated to him, that if he would sign a document in the shape of a parole of honor, he should be allowed to land and proceed into the interior of Holland. Worn out as he was by the nature of his imprisonment, and being hopeless of obtaining his liberation from the persons then at the head of affairs in France, he reluctantly assented; and took his departure for Rotterdam, from whence he was successively ordered to Breda, Antwerp, Brussels, Luneville, and Verdun.

In 1806, when the British government sent over Lords Yarmouth and Lauderdale to negociate for peace, these noblemen were instructed to apply for the liberation of Captain Dillon, and three other officers who had likewise been detained in an unjustifiable manner; but Napoleon Buonaparte gave his decided refusal to the request, thereby adding to the unmerited hardships they had already undergone. It is here proper to remark, that the subject of this memoir was promoted to the rank of Commander in the spring of the preceding year, and that his exchange was at length effected by his private friends in Sept. 1807.

On his return to England, Captain Dillon found that his

* *Errata*, Vol. II. Part I. p. 208, line 2 from the bottom, for *the space of five years*, read *for more than four years*.

captivity had been attended with most serious calamities as respected his private fortune; in fact, this treacherous act of the enemy may justly be considered as the principal feature in his professional life; and future historians will no doubt dwell upon it, in order to show the spirit of the government that Great Britain had then to oppose—our own limits will not admit of any further comments.

Early in 1808, Captain Dillon was appointed to the Childers brig, of which vessel the following just description is given by Mr. James, in the second edition of his Naval History, Vol. V. p. 39 *et seq.*

"Notwithstanding the fate of the 'sloop of war' Lily*, vessels of that denomination, inferior in force to a gun-brig, were still suffered to remain in the British navy. One of the 'cruisers' of this class was the Childers, a brig of 202 tons, built as long ago as the year 1778; a vessel so unseaworthy as to have been obliged, on more than one occasion, to throw overboard her guns (long) 4-pounders, in order to save the lives of her crew. The brig at length became so crazy, that 18-pounder carronades were found too heavy for her, and she was fitted with fourteen 12-pounders. In this state, and manned with a crew, nominally, of 86, but really of 65 men and boys, including only one Lieutenant (there not being accommodation for more), the Childers, Captain William Henry Dillon, in the month of January (1808), lay in Leith roads, waiting to give her 'protection' to the trade proceeding to Gottenburgh. But the merchants, the instant they knew the force and qualifications of the Childers, objected to place their property under her care; supposing, very naturally, that so small and ill-armed a vessel was incapable of beating off the privateers that infested the northern waters. Ludicrous as the application would have appeared, the merchants, had they wished for a vessel of nearly double the force of the one they had rejected, might have requested the board of admiralty to appoint, instead of 'the sloop of war' Childers, the 'gun-brig' Insolent, then cruising on the Downs station. What vessel the merchants at last obtained we know not; but the Childers proceeded by herself to the Baltic (station), to effect as much, in the way of annoying the enemy, as her small powers would admit."

Having thus made our readers acquainted with the force of the vessel placed under Captain Dillon's command, we shall now present them with a copy of his official letter respecting

* Captured by a French privateer, July 15, 1804.

the very gallant action for which he was deservedly rewarded with a post commission:

"*Leith, March* 18, 1808.

"Sir,—I have the honor to acquaint you, that on the 14th inst., at 4 P. M., when standing in for the coast of Norway, a sail was discovered inshore, and, on seeing us, appeared to be seeking a port of safety. We instantly gave chase, with a fresh breeze from the eastward; and as we neared her, she hauled among the rocks, out of our sight, to take shelter in the small port of Midbe. Immediately a number of boats came out to her assistance, I suppose with the intention of removing her cargo. I despatched Mr. Wilson, acting-master, accompanied by Mr. (Thomas Edward) Knight, mate *, with the cutter well armed, to bring her out: the jolly-boat was also sent, with Mr. M'Nicholl, gunner, and Mr. Le Neve, purser, who volunteered his services. This duty was performed by Mr. Wilson with the utmost gallantry for when mixed with the enemy's boats, the latter were dispersed in all directions, leaving him at liberty to board the vessel, in doing which he was opposed by some of the inhabitants with musketry, whilst others hurled down stones upon our men, from the top of the precipice under which she lay secured: however, she was carried without any loss, to the astonishment of an increasing multitude, who crowded together on the surrounding heights. She is a galliot, with only part of her cargo on board, consisting principally of oil and fish.

"Scarcely had the galliot hove in sight from under the rocks, when a large brig was observed coming out of Hitteroe: she bore down on us with confidence, indicating a vessel of force, and apparently with the design of rescuing the prize. About 6 P. M. she got upon our weather-beam; and judging her to be within reach of our guns, I sent a challenge, by firing a shot over her. The enemy then hauled his wind close, and kept in shore. Finding he would not join us, I made sail for the purpose of bringing him to action, which soon commenced at half gun-shot range, distant from the shore half a mile, passing each other on different tacks. When he received our first broadside, he caught fire forward; and had we been closer at the moment, to profit by his confusion, I have no doubt of the result. He kept so near the land, that he was held from our view, so that we could only be guided in our fire by the flash of his guns, and were also, from this circumstance, prevented weathering him. We continued engaging him in this manner for three hours; but found he had a decided advantage over us. The Dane was a man of war, well appointed in every respect, carrying long 18-pounders, and seemingly had taken fresh courage after a few of our broadsides, as if aware of our inferiority to him in weight of metal, the Childers bearing only 12-pounder carronades:—latterly, his guns were so well-directed, that every shot did us mischief, particularly between wind and water. Observing that nothing could be done whilst he kept so near

* Now a Lieutenant.

his own port, from whence he might at pleasure draw fresh supplies of men, I conceived the plan of enticing him out to sea, where the contest would be more equal, by giving us an opportunity of forcing him to close action, which he had hitherto so repeatedly avoided. In order to effect this, I stood out under easy sail: it was some time before he relished the idea of following us, but in the end he did so. At 11, he was about three miles off the land; I set the courses, and tacked, intending to weather him. As we approached, the wind unfortunately headed us, and foiled our attempt. I therefore passed under his lee, as close as it could be done without touching, and poured round and grape upon his decks, which I imagine did the Dane much damage, for we distinctly heard the groans of the wounded: his guns also did us material injury, most of his shot taking us between wind and water; and when on the point of renewing the battle, it proved impossible. In the mean time the enemy tacked, and made sail to regain the shore; and we shortly after lost sight of him. I was mortified that our situation would not admit of our pursuing the enemy:—we had 5 feet water in the hold, the magazine afloat, the lower masts wounded, bowsprit and main-mast badly, and the leaks increasing on us in such a way as to make it doubtful whether we should be able to prevent our vessel from sinking under us. In this situation we bore up to secure our prize, with the only satisfaction left us of having drove a man of war, of much superior force, off the field of action, which we kept during the space of six hours, in the very entrance of his own harbour.

"I therefore trust, that when the above particulars are seen in their proper light, it will be found that, although not successful in capturing the enemy, the Childers has supported the glory of the navy, and the honor of the British flag. I am happy to have this opportunity of testifying the spirited conduct of my first Lieutenant, Mr. Thomas Edmonds, as well as of the other officers and crew, who on this occasion behaved with that determined courage which at all times distinguishes English seamen. Not being able to keep at sea, from the nature of our leaks, and having wounded masts, I could not put into execution the remaining part of your orders; and have in consequence judged it proper to return to this anchorage with my prize. I am, &c.

(Signed) "W. H. DILLON."

"*To Rear-Admiral Vashon, &c. &c. &c.*"

In this gallant action, Captain Dillon was badly wounded in both legs, and his arms and shoulders were very much contused: the total loss sustained by the Childers was 2 petty officers killed, and 8 persons, including her commander and 2 midshipmen, wounded. The Danish brig, thus driven back to her anchorage by the vessel whose services the merchants of Leith had rejected, was afterwards ascertained to be the

Lougen, mounting 18 Danish long 18-pounders * and 2 sixes (the latter stern chasers), with a complement of 160 men and boys. Captain Dillon does not state his reason for attacking so superior a force; but we know that his object was to prevent her from making any attempt upon the convoy then expected from Scotland, and which hove in sight the day after the action. It is sufficient to say that the Admiralty duly appreciated his brave and skilful conduct, and that he received the thanks of the Board in terms of the most flattering description; as also a sword, value 100 guineas, from the Patriotic Society at Lloyd's. His post commission bears date Mar. 21, 1808.

Captain Dillon's next appointment was, *pro tempore*, to l'Aigle frigate, and in her he accompanied the grand expedition to the Scheldt. He subsequently acted as captain of the Camilla 20, and Bellerophon 74; after which we find him commanding the Leopard of 50 guns. In the latter ship he was stationed for some time at Lisbon, and also actively employed on the south coast of Spain, under the orders of Rear-Admiral Hallowell, by whom he was entrusted with the command of a small squadron sent to act in conjunction with the British troops stationed at Carthagena, to prevent that place from being taken by surprise. The Leopard likewise saved several villages on the coast of Murcia from being ravaged by the common enemy.

On the 18th Jan. 1814, Captain Dillon was appointed to the Horatio 38, in which frigate he successively served at Newfoundland, in Davis's Straits, and, as senior officer, at Guernsey. Proceeding from thence to watch the Harbour of Cherbourg, the Horatio struck on a rock in the Little Russel Passage, beat off 25 feet of her main-keel and the garboard streak, whereby her timbers were left completely bare, and she was only saved from foundering by the most extraordinary exertions, as she made eight inches of water in a minute, and continued to do so until her arrival in Portsmouth harbour. After undergoing the necessary repairs, she was sent

* The shot that fell on board the Childers weighed 20 pounds.

with a small squadron to blockade the above port, from whence it was understood by government that Napoleon Buonaparte would attempt to escape after his final overthrow at Waterloo. Captain Dillon subsequently visited China and India; but peace being fully established, he was ordered home in 1816, and paid off at the commencement of the following year. His last appointment was, April 14, 1818, to the Phaëton 46, which ship likewise made a trip to the East Indies, and was put out of commission in Oct. 1819.

Agents.—Messrs. Stilwell.

JAMES BRADSHAW, Esq.

Second son of Robert Haldane Bradshaw, Esq. M. P. for Brackley, in Northamptonshire; whose father was one of the Secretaries of the Treasury during the administration of Lord North.

This officer received his first commission Mar. 2, 1805; was made a Commander Jan. 22, 1806; and advanced to post rank April 20, 1808. He commanded the Eurydice 24, at the reduction of Martinique, in 1809; and was elected M. P. for Brackley about Feb. 1825.

Agents.—Messrs. Clementson.

MATTHEW SMITH, Esq.

We first find this officer commanding the Milbrook schooner, of 16 guns and 45 men, in the expedition against Ferrol, under the orders of Sir John Borlase Warren; and he appears to have been mainly instrumental in saving the crew of the Stag 32, when that frigate was wrecked in Vigo bay, Sept. 6, 1800*.

Early in the morning of Nov. 13 following, being close to the bar of Oporto, with two brigs of the Newfoundland fleet under his protection, Lieutenant Smith discovered a French frigate-built privateer, pierced for 36 guns, and apparently

* See Vol. I, Part II. p. 761.

crowded with men; which formidable enemy he immediately resolved to engage, as the only means of preserving those vessels, and several other British merchantmen then standing in from the westward. An action accordingly took place about 8 A. M., and was kept up until nearly 10 o'clock, at which time the enemy's colours were either hauled down or shot away; but the Milbrook having 10 guns disabled, her masts and spars much crippled, and the sails, rigging, boats and sweeps cut to pieces, Lieutenant Smith could not prevent him from taking advantage of a light breeze, by which he was enabled to make his escape into Vigo, with the loss, it was afterwards said, of 20 killed and 47 wounded. The Milbrook had not a man slain, and only 10 or 12 persons wounded: her opponent's name was la Bellone, of Bourdeaux.

On the 16th Feb. 1801, Lieutenant Smith was promoted to the rank of Commander, for his judicious and heroic conduct, by which much valuable property was preserved from capture: the British merchants at Oporto had previously voted him their *thanks*, and a piece of plate value *fifty pounds!!!*

Captain Smith's post commission bears date April 24, 1808: he subsequently commanded the Comus 22, and Nymphen 36, which latter ship was paid off in Aug. 1815.

THOMAS SEARLE, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer was born in Devonshire, May 29, 1777. He entered the navy in 1790, and served as a midshipman on board the Mutine cutter, Sphynx of 20 guns, Active and Artois frigates, and Royal George, a first rate (bearing the flag of Lord Bridport), until his promotion to the rank of Lieutenant, Aug. 12, 1796. His first commission was given to him by the Admiralty in consequence of that distinguished veteran and the Captain of the Royal George having strongly recommended him to the Board, for his exertions in saving the lives of 7 men who had been swamped in a boat alongside, during a heavy gale of wind. This favorable opportunity of display-

ing his intrepidity occurred a very few days after he passed his examination. We subsequently find him commanding the Courier hired cutter, mounting 12 four-pounders, with a complement of 40 men.

On the 12 May, 1799, Lieutenant Searle discovered a large brig in the act of capturing an English merchant sloop, near Winterton, on the coast of Norfolk. Regardless of the enemy's superior force, which was very manifest, he immediately made sail, brought him to action, and continued at close quarters for an hour and forty minutes, during which the brig received considerable damage; but being a better sailer than the Courier, and having the advantage of the wind, she was at length enabled to escape. On this occasion the British cutter had only 5 men wounded. In the course of the following day she captured, without any resistance, the Ribotteur schooner, of 6 guns and 26 men, a consort of her late opponent, which turned out to be a French privateer, mounting 16 long nines and sixes *.

On the 10th July following, Lieutenant Searle assisted at the capture of three valuable merchant vessels, and the destruction of a galliot laden with ordnance stores, near the island of Ameland. The very gallant manner in which he subsequently attacked a brig mounting 8 eighteen, 2 twenty-four, and 2 thirty-two-pounder carronades, with a complement of 60 men, lying moored between Schiermonikoog and the main land of Groningen, has been described at p. 234 of our second volume. On the 23d Nov. in the same year, he captured le Guerrier, French cutter privateer, of 14 four-pounders and 44 men, after a close action of 50 minutes, during which the Courier had her Master slain, and 2 seamen wounded; the enemy 4 killed and 6 wounded †.

Three days after this last exploit, Lieutenant Searle was deservedly advanced to the rank of Commander, as a reward for his meritorious services in the Courier; but he does not

* A privateer lugger was in sight to leeward during the whole of the above action, but did not attempt to interfere.

† Lieutenant Searle was severely burnt by an explosion of gunpowder, in one of the above actions; but which of them we cannot remember.

appear to have been afforded any further opportunity of distinguishing himself previous to the peace of Amiens.

In 1804, this officer was successively appointed to the Perseus bomb, Helder defence-ship, and Autumn sloop of war. He was also entrusted with the charge of one of the principal explosion vessels attached to the "catamaran expedition," of which notice has been taken at p. 45 *et seq.* of this volume *. His subsequent appointments, as Commander, were to the Fury bomb, about Feb. 1806; and to the Grasshopper brig, at the latter end of the same year.

In Nov. 1807, we find Captain Searle employed watching the harbour of Carthagena; and in the following month he captured a Spanish brig of war, as will be seen by the following extracts from his official report, addressed to Sir Thomas Livingston, Bart.:

"*H. M. sloop Grasshopper, Dec.* 12, 1807.

"Sir,—I have to acquaint you, that yesterday, when looking out off Cape Palos, agreeably to your directions, I discovered a number of the enemy's vessels at anchor under the Cape: his Catholic Majesty's brig San Josef, of 12 twenty-four-pounders and 99 men, commanded by Don Antonio de Torres, got under weigh, and came out to attack H. M. sloop under my command, accompanied by the two Spanish vessels of war named in the margin (viz. Medusa, of 10 twenty-four-pounders and 77 men; and Aigle, of 8 guns, same calibre, and 50 men.). The San Josef I brought to close action, when, after 15 minutes resistance, she struck her colours and ran on shore; upon which I anchored, and with the greatest exertions of my officers and crew, succeeded in getting her off. The other two vessels bore up, and made sail from us, immediately the brig struck, or I have no doubt we should have captured the whole of them * * * *. In this affair we had 2 men severely wounded †: the loss of the enemy I could not ascertain, as a number of them jumped overboard, and I fear a great many of them were drowned * * * * * *.

(Signed) "T. SEARLE."

By the foregoing statement it will be seen, that the combined force of the enemy was 30 twenty-four-pounders and 226 men: the Grasshopper mounted 16 thirty-two-pounders and 2 long sixes, with a complement of 120 men. Lord Col-

* See note at p. 46.

† Captain Searle was himself wounded in the head by a splinter; but he does not mention that circumstance in the letter now before us.

lingwood, when reporting this action to the Admiralty, informed their lordships that they would see in his communication "an instance of that zeal and enterprise which marked the general conduct of her commander"; whose admirable behaviour off Cadiz, on the 4th April 1808, is thus described by Captain (now Sir Murray) Maxwell, in a public letter to Rear-Admiral Purvis, the senior officer on that station:

"Sir,—I have the honor to inform you, that when at anchor to day with H. M. ship Mercury, and Grasshopper brig, St. Sebastian's lighthouse S.E., distant 3 miles, wind W.S.W., a large convoy of the enemy was discovered, coming along shore from the northward, under the protection of about twenty gun-boats, and a numerous train of flying artillery on the beach. At 3 P. M. I made the signal to weigh and attack the convoy, and stood directly in for the body of them, then off the town of Rota; at 4, the enemy's shot and shells from the gun-boats and batteries going far over us, H. M. ships opened their fire, which was kept up with great vivacity until half-past 6, when we had taken seven of the convoy, and drove a great many others on shore in the surf; compelled the gun-boats to retreat, which they did very reluctantly, and not until two of them were destroyed; and actually silenced the batteries at Rota; which latter service was performed by the extraordinary gallantry and good conduct of Captain Searle, who kept in upon the shoal to the southward of the town, so near as to drive the enemy from their guns with grape from his carronades, and at the same time kept in check a division of gun-boats that had come out from Cadiz to assist the others engaged by the Alceste and Mercury. It was a general cry in both ships, '*Only look how nobly the brig behaves!*' * * * * * * *. It is with much pleasure I have to add, that the frigates received no material damage; but the Grasshopper, I am sorry to say, is a great deal damaged in the hull, her main-top-mast is shot through, and her shrouds, sails, and running rigging are cut almost to pieces; she had one man mortally wounded, the gunner and two others wounded, but not severely. The captured vessels are all loaded on government account for the arsenal at Cadiz; and, I am happy to say, there is a very considerable quantity of valuable ship timber taken."

Nineteen days after this exploit, and two previous to the date of his post commission, Captain Searle had the good fortune to capture two Spanish merchant vessels from South America, each having a cargo worth 30,000*l.* sterling. When first discovered, they were proceeding alongshore, under the protection of four gun-boats; but on being chased by the Grasshopper and another brig *, they pushed in among the

* The Rapid of 12 guns, commanded by Lieutenant Henry Baugh.

shoal near Faro, and anchored close to a battery. Captain Searle and his consort immediately brought up within range of grape, and after a severe action of 2 hours and 30 minutes, succeeded in obtaining possession of them. Two of the gun-boats were also taken, the others driven a-shore, and the people in the battery obliged to desert their guns. In the execution of this service, the Grasshopper had one man killed, and her commander and three seamen severely wounded *; besides suffering greatly in her hull, masts, sails, and rigging. The Rapid was likewise much cut up, and had three persons badly wounded. The enemy's loss must have been very severe, as the captured gun-boats alone had 40 killed and wounded.

After his promotion to post rank, April 25, 1808, Captain Searle was appointed in succession to the Fredereickstein 32, Elizabeth 74, and Druid frigate †. On leaving the Grasshopper, a sword, value 80 guineas, was presented to him by her crew, as a mark of their respect and attachment. In the course of the same year, he received a piece of plate, value 100 guineas, from the Patriotic Fund at Lloyd's; and in June, 1815, he obtained the insignia of C. B., as a further reward for his meritorious exertions.

In Sept. 1818, we find Captain Searle commissioning the Hyperion 42, of which frigate he retained the command until her return from South America, in Mar. 1821. Previous to his proceeding thither he had the honor of attending on our present monarch during an aquatic excursion in the vicinity of Portsmouth. The Hyperion brought home specie to the amount of half a million sterling, and was paid off April 25, 1821.

Captain Searle married the daughter of Joseph Maddock, Esq. of Portsmouth dock-yard, by whom he has had three sons and eight daughters: two of the former are deceased.

Agent.—J. Hinxman, Esq.

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* Captain Searle was shot through the thigh by a musket-ball—whereas in his official letter he modestly says "*myself slightly wounded !!!*"

† See Vol. II, Part I., p. 298.

HENRY HOPE, Esq.

A Companion of the Most Honorable Military Order of the Bath.

THIS officer is a son of the late Commissioner Charles Hope, R. N., and a cousin to the present Vice-Admiral Sir W. Johnstone Hope, G. C. B., M. P., &c. &c.

He received his first commission, May 3, 1804; obtained the rank of Commander, Jan. 22, 1806; and was made a Post-Captain, May 24, 1808. In Oct. 1809, we find him commanding the Topaze frigate, and assisting Captain (now Sir Benjamin) Hallowell in making arrangements for the capture and destruction of a French convoy, near Rosas; the particulars of which service will be given in our memoir of the officer by whom it was conducted *.

Captain Hope's next appointment was to the Salsette 36; and in her he appears to have captured two French privateers, one of which carried 16 guns and 70 men. His removal to the Endymion frigate, fitting at Plymouth for the purpose of coping with the American forty-fours, took place May 18, 1813. On the 3d Dec. following, he captured the Perry letter of marque, a remarkably fine schooner, of 230 tons measurement.

At this latter period, the Endymion was proceeding to join the squadron employed in the blockade of New London; on which station she continued, under the orders of Sir Thomas M. Hardy, until the enemy's ships in that port were moved up the river, and dismantled. She subsequently accompanied an expedition to the Penobscot, and assisted at the capture of Castine, Sept. 1, 1814 †.

Captain Hope's action with Commodore Decatur has already been noticed, under the head of Captain John Hayes, C. B.: his own official letter, written on that occasion, is a very short one—and as modest as it is brief—he contents himself with saying:

* See Captain JOHN TAILOUR.
† See Vol. II, Part II, p. 730.

"I enclose a return of the killed and wounded, and I have great pleasure in bearing testimony of the very great assistance I received from the senior Lieutenant, Morgan, during the whole day's proceedings; together with the cool and determined bravery of my officers and ship's company, on this fortunate occasion. Where every individual has so conspicuously done his duty, it would be injustice for me to particularize; but I trust the loss and damage sustained by the enemy's frigate, will shew the steady and well-directed fire kept up by his Majesty's ship under my command. Although our loss has been severe, I am happy to state that it is trifling when compared with that of the enemy."

The following statement will shew the comparative force of the parties opposed to each other on the 15th Jan. 1815:

	ENDYMION.	PRESIDENT.
Maindeck . . .	26 long twenty-four-pounders	30 long twenty-four-pounders.
Quarter-deck, . .	16 thirty-two-pounder carronades, . .	16 forty-two-pounder carronades,
		4 ditto ditto.
Forecastle, . . .	6 ditto . . . . . ditto . .	2 long twenty-four-pounders.
	Total 48 guns, exclusive of a long eighteen-pounder, used only as a bow-chaser, there being no broadside port for it.	52 guns, exclusive of a brass 8-inch howitzer, mounted upon a travelling carriage, and fought through a port on the spar-deck.
Broadside weight of metal	long guns, 812; carronades, 852 } 664 pounds.	long guns, 408; carronades, 420 } 828 pounds*.
Size in tons	1277	1533.

The Endymion, previous to her encounter with the President, had had 28 officers and men killed, and 37 badly wounded, in an unsuccessful attack made by her boats upon the Prince de Neufchatel American privateer; but to make up for this heavy loss she obtained a draft of men from another ship belonging to the Halifax squadron. The total number of officers, men, and boys on board, at the commencement of the action, was 346: her loss consisted of 11 killed and 14 wounded.

The "New York Evening Post," speaking of the President, says "she had a picked crew of 500 men." Her *watch-bill*, the only paper found on board, contained the names of 477

* Exclusive of the howitzer, but including both of the forecastle 24-pounders, one of which was fought through a spare port on the quarter-deck. The President's top-guns, 5 brass 4-pounders, were also used during this action.

persons, *as doing the duty of the ship;* and it has been satisfactorily proved that she had no less than 35 slain and 70 wounded: among the former were 3 lieutenants, and in the latter list we find the name of Commodore Decatur.

The principal damage sustained by the Endymion, was in her sails and rigging; the fore-top-mast being the only badly wounded spar. The President was completely riddled from stem to stern; several of her guns were disabled, and the senior officer's official letter informs us that "she had six feet water in the hold, when taken possession of." Rear-Admiral Henry Hotham, writing to Sir Alexander Cochrane, says:

"You will perceive by the reports Captain Hayes has delivered to me, the ardour displayed by Captain Hope, in the pursuit; the intrepidity with which he brought the enemy's ship to close action; and the undaunted spirit with which the Endymion's inferior force was singly employed for the space of two hours and a half; leaving honorable evidence of judgment in the position she was placed in, and of the destructive precision of her fire, in the sinking state of her antagonist, the heavy loss sustained by him, and his inability to make further resistance, when the Pomone arrived up with him; while the loss and damage sustained by the Endymion was comparatively small; and although the distinguished conduct of Captain Hope, his officers, and ship's company, can derive no additional lustre from my commendation, I cannot withhold my tribute of applause."

On the 17th Jan., in a violent storm, the Endymion lost her bowsprit and fore and main-masts; she was also obliged to throw overboard the whole of her carronades. In the same gale the President carried away all her lower masts; and, having several shot-holes between wind and water, not plugged up, was near foundering; the crew exhausted at the pumps, and the water gaining on them; the bowsprit remaining, keeping the ship off in the trough of the sea. In this perilous situation, the prize-master, Lieutenant William Thomas Morgan, veered out an "umbrella" with two hawsers an-end on it, from forward, which immediately had the effect of causing the ship to bow the sea, and enabled the crew, by great exertion of bailing and pumping, to keep her free. When the umbrella had been out 8 or 10 hours, the hawser parted; but the gale had then moderated, and the sea abated;

jury-masts were rigged, and the President was safely conducted to Bermuda *.

On Captain Hope's arrival at that rendezvous, the magistrates, merchants, and principal inhabitants, deputed a committee to wait upon him with a complimentary address, and to request his acceptance of a piece of plate, as a token of their esteem: they also presented his officers with a goblet, to "be considered as attached to the present, or any future ship, which may bear the gallant name of '*Endymion*.'"

Captain Hope's delicate treatment of Commodore Decatur is thus acknowledged by the latter officer, in his report to the Secretary of the American navy:

"It is due to Captain Hope to state, that every attention has been paid by him to myself and officers that have been placed on board his ship, that delicacy and humanity could dictate."

The Endymion and her prize arrived at Spithead Mar. 28, 1815. "The President, of course, was added to the British navy; but her serious damages in the action, coupled with the length of time she had been in service, prevented her from being of any greater utility, than that of affording to Englishmen, many of whom, till then, had been the dupes of their trans-atlantic 'brethren,' ocular demonstration of the 'equal force' by which their frigates had been captured †."

Captain Hope received a gold medal from the Admiralty, for his gallant conduct in the above action; was nominated a C. B. June 4, 1815; and put out of commission in the month of August following.

Agents.—Messrs. Cooke, Halford, and Son.

THOMAS USSHER, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This highly distinguished officer is descended from the celebrated Archbishop Ussher, Primate of Ireland; whose ancestor (a Neville) was established in that country in the reign

* The American "umbrella" is, we believe, something similar to Captain de Starck's contrivance for warping ships a-head in calm weather.—See "*Naval Battles Reviewed*," by Rear-Admiral Ekins, C. B., pp. 44 and 336.

† James, Vol. 6, p. 539.

of King John, and took the name of Ussher to perpetuate the memory of the office he held near his Majesty's person. Captain Ussher's father was a distinguished Senior Fellow of Trinity College, Dublin; first Astronomer Royal of Ireland, promoter and member of the Royal Irish Academy, and member of the Royal Edinburgh and many foreign Academies *.

The subject of this memoir entered the service at an early age, under the patronage of Colonel Burton Conyngham, uncle to the present Marquis; and he first went to sea in the Squirrel of 20 guns, commanded by Captain William O'Brien Drury, on the Irish station.

At the commencement of the war in 1793, the Squirrel was sent to the coast of Guinea, where her commander resented an insult offered to the British flag, by driving the Portuguese governor of Prince's Island, with severe loss, from the batteries defending the harbour, one mounting 22, the other 4 guns. Returning from the bight of Benin to England, she was becalmed near the line; and the provisions falling very short her officers and crew were reduced to a daily allowance of an ounce of bread and a single glass of water.

On his arrival at Spithead, Mr. Ussher was removed into the Invincible 74, commanded by Captain Thomas Pakenham, under whom he bore a part in the battles of May 29 and June 1, 1794. On the former day, the Invincible fought *three* sail of the line, and was twice set on fire by red-hot shot fired from the Brutus, a 50-gun rasée; her main-top-mast was shot away, the fore and main-masts and lower-yards were crippled, 10 of her crew killed, and 21 wounded. On the glorious 1st of June, she encountered le Juste of 80 guns, sustained an additional loss of 4 men killed and 10 wounded, and was much cut up in her masts, sails, and rigging †.

* The Usshers are related to the houses of Leinster, Wellesley, and Downshire; two of the family, John and James Ussher, were colonels in the King's army, and lost their lives in the reign of Charles I.

† Earl Howe, observing the disabled state of the Invincible, May 29, sent the Venus and Aquilon, frigates, to tow her out of the line; Captain Pakenham, however, told their commanders that he wanted no assistance,

We should here observe, that Mr. Ussher was ill of the measles, and at sick-quarters, when intelligence arrived of the republican fleet being at sea towards the close of 1793; notwithstanding which, on hearing that Lord Howe was about to sail in pursuit of the enemy, he quitted his bed, procured a horse, and rode across the country from Dartmouth to Brixham, where he arrived just in time to get on board his ship before she left Torbay.

In the spring of 1795, Mr. Ussher followed Captain Pakenham into le Juste, which ship he had assisted in taking possession of, immediately after her surrender*. We subsequently find him serving under the late Sir Hugh C. Christian, K. B., in the Prince George 98, Glory second rate, and Thunderer 74. The disasters experienced by the fleet under that officer's command, in Nov. and Dec. 1795, have been noticed at p. 296 *et seq.* of this volume: the midshipman alluded to in the note respecting Sir Ralph Abercromby, was Mr. Thomas Ussher.

At that period our young officer was entrusted with the charge of all the chronometers, and he consequently quitted the Thunderer when Sir Hugh Christian removed into the Astrea.

On arriving within a day's sail of Barbadoes, the dead-reckoning being upwards of 200 miles a-head of the time-keepers and lunar observations, Sir Hugh was advised by the Captain of the Astrea not to run during the night; but instead of attending to that officer's recommendation, he sent for Mr. Ussher, examined his calculations, and being convinced of their correctness, continued under the same sail until seven o'clock next morning, when the land was made within five

except as many wads and shot-plugs as they could spare; and then desired them to "*go and tow Captain Molloy into the line!*"

* See Vol. I., Part II., p. 643. N.B. Le Juste was saved from destruction by the presence of mind and promptitude of Lieutenant Blackwood, whose first measure was to secure the magazine, towards which he discovered the French captain crawling, although desperately wounded, with a lighted match in his hand, determined to involve all on board in one general ruin. This circumstance was not made known to us until after the publication of our first volume.

minutes of the time computed by Mr. Ussher. On approaching Carlisle bay, the expedition under Sir John Laforey was seen under weigh!

Previous to the commencement of active operations against St. Lucia, Mr. Ussher, then only in the fifth year of his probationary term, was appointed acting Lieutenant of the Minotaur 74; and during the siege of that island we find him commanding a party of seamen, attached to the army under Sir Ralph Abercromby; whose acknowledgment of the services performed by the navy will be found in our memoir of Admiral George Bowen: an extract to the same effect, taken from Sir Hugh Christian's despatches, is given at p. 140 of Vol. II. Part I.

After the reduction of St. Lucia, Mr. Ussher was appointed acting Lieutenant of the Pelican brig, in which vessel he was serving when she engaged and beat off the Médée, French frigate, mounting 40 guns, with a complement of 300 men *.

On the day subsequent to that brilliant action, Mr. Ussher was taken prisoner in the army-victualler which had been recaptured by the Pelican; but we shortly afterwards find him regaining his liberty, and, in the following year, assisting at the destruction of le Trompeur, French privateer brig, of 16 guns and 160 men and boys. This latter service was performed by the Pelican, off Cape Nichola Mole, Sept. 17, 1797: the enemy came down with great confidence to attack the British sloop, and maintained a warm action from 8-45 until 9-20 A. M., when he made sail and endeavoured to get away; but Lieutenant Thomas White, acting commander of the Pelican, lost no time in repairing his running rigging, which had been very much cut, and succeeded in again getting alongside of his opponent about a quarter before one o'clock, when the combat was renewed with much spirit on both sides, the French captain fighting his brig with the most determined bravery, and constantly exposing himself by standing on the hammocks, directing and exhorting his crew.

* See Vol. I. p. 728 *et seq.* *N. B.* Mr. James has since admitted that the Médée was armed and manned as above stated—also that she had 33 men killed and wounded. See his first vol., 2d edit., pp. 511 and 512.

This second action continued for 25 minutes, during which time the yards of the two brigs were locked, and their ports nearly in one *. At 1-10 P. M., or thereabout, le Trompeur blew up abaft, and in five minutes more she went down by the head: the Pelican's boats were immediately hoisted out, but only 60 of the gallant Frenchmen could be saved. Mr. Ussher, however, had the satisfaction of rescuing the heroic captain, who smilingly, and with great *sang froid* said, when presented to Lieutenant White, "*Ah! Monsieur, le Trompeur a été bien trompé.*" The loss sustained by the Pelican on this occasion, was only one man killed and nine persons wounded †.

On the 2d April, 1798, Lieutenant Ussher was sent with two boats, containing 14 men, to look into the different creeks about Cumberland harbour and St. Jago de Cuba, in search of a privateer which had committed great depredations on the coast of Jamaica. On the 4th, the boats' crews being much fatigued, he landed in a sandy bay near the latter port, reconnoitred a wood by which it was skirted, and placed a centinel on a commanding height, as well to prevent surprise as to report any vessel that might be seen approaching. His other men, with the exception of a boat-keeper, then lay down on the beach to take some rest, but were suddenly roused by a volley of musketry from 60 or 70 soldiers, who rushed forward with fixed bayonets, and seemed determined to give no quarter. The innate courage of British sailors never appeared more conspicuous than in the desperate conflict that now took place:—every inch of ground was fought to the water's edge, our gallant fellows knocking down many of the Spaniards with their fists, which the latter seemed to dread as much as they did the cutlass.

On arriving at the sea-side, the enemy began to drag the

* A carronade pointed by Mr. Ussher, at the muzzle of one of le Trompeur's guns, blew the latter from its carriage, and capsized it down the main-hatchway.

† Mr. James has been misinformed as to the force of le Trompeur: he describes her as a brig "of 12 long French 6-pounders, and 78 men and boys." See *Nav. Hist.* 2d edit. Vol. II. p. 129.

boats into the surf, and they succeeded in swamping one; but, fortunately, the man in charge of them had the presence of mind to cut the painter of the other, which was scarcely accomplished when a musket-ball knocked the knife out of his hand, and cut off two of his fingers. Having gained the boat thus preserved, Lieutenant Ussher fired a swivel loaded with 200 musket-balls into the midst of the Spaniards, his men at the same time giving three cheers. This had a most desirable effect: the enemy fled back to their wood with the utmost speed, and the badly-wounded British were thereby enabled to re-embark without any further molestation. One of these poor men was bayoneted in the eye, after dealing a heavy blow with his fist; and he appears to have been supported in the surf by Lieutenant Ussher until they reached the boat. The loss sustained on this occasion was 2 killed, 6 severely, and 4, including the Lieutenant, slightly wounded *. The survivors had the good fortune to be picked up by the Pelican, at ten o'clock that night.

On the following day, the Pelican chased a French privateer schooner, mounting 7 guns, into the river Augusta, near Cumberland harbour. Lieutenant Ussher instantly volunteered to attack her; but his commander †, wishing first to reconnoitre the enemy's position, sent only two boats, containing 19 men, for the latter purpose. On opening the mouth of the river, the schooner was seen lying across the stream, her bow apparently aground, and a large proportion of her crew on shore, at such a distance as to give Lieutenant Ussher every hope of reaching the vessel before them, or at all events of deciding her fate by attacking them. He therefore instantly landed; but notwithstanding the celerity of his movements, the enemy were enabled to get on board and haul her into mid-channel, by means of hawsers already laid out to some trees on the opposite bank. When hailed to surrender, they discharged a broadside; and an attempt to board the schooner, under cover of the smoke, proved unsuccessful, owing to the depth of water. Lieutenant Ussher now ordered the best

* The bodies of the slain were brought off and buried in the deep.

† Captain Christopher Laroche.

marksmen to fire at such of the enemy as were employed loading their great guns; but unfortunately the three most expert were successively killed, one of whom, the coxswain of Lieutenant Ussher's boat, was aiming at the matchman of a long 18-pounder when it went off, sending a shot against his chest, which mangled him most dreadfully. Thinking it probable that the Pelican, on hearing the report of the schooner's guns, would either run into the river or send him a reinforcement, Lieutenant Ussher still continued the unequal contest; the eagerness of the enemy to keep people aloft, from whence they could look over the land and watch her motions, confirmed him in that opinion, and kept alive his hopes of final success. No assistance, however, arrived: the enemy fired with greater confidence after the fall of the coxswain, &c., by whom their look-out men had been picked off, one after the other, as fast as they ascended the rigging. At length, Lieutenant Ussher received a dangerous wound, when in the act of taking a pricker from the serjeant of marines, his own musket having just before missed fire. Both fell together—himself shot in the right thigh, and the serjeant with the loss of his left leg. Supposing that his own wound was mortal, as a great quantity of blood flowed from it, our gallant officer then directed the master of the Pelican, Mr. Henry M'Cleverty, to retire with the rest of the party, and to leave him there, as he would not retard their retreat by allowing them to carry him off. He shortly afterwards fainted from loss of blood, and did not recover his senses until the French surgeon began to probe the wound. By that individual, himself and his wounded companions were treated with the utmost tenderness; and it is but justice to the captain of the privateer to say, that he likewise did every thing in his power to alleviate their sufferings. To Lieutenant Ussher he gave up the whole of his cabin, allowing no one but the surgeon to enter it: to the men that survived he shewed the most delicate attention; and to the slain he paid every mark of respect that could possibly have been expected from a brave and generous enemy. We very much regret that it is not in our power to place upon record the name of so magnanimous a fellow;

that of his vessel was le Moulin à Café: his crew consisted of 83 men.

Lieutenant Ussher was obliged to use crutches for several months after his return to the Pelican; and his wound had not healed when he volunteered to attack another privateer schooner, lying in Artibonite river, at the west end of St. Domingo *. This enterprise was undertaken in Jan. 1799. The force intended to be employed consisted of 50 men, placed on board a detained merchant schooner; but as the wind was blowing down the river, and the attacking vessel would consequently be too much exposed to the enemy's fire in working up, Lieutenant Ussher determined on making the attempt in the Pelican's cutter alone. Twelve fine fellows instantly volunteered to accompany him, and with that small number he proceeded to the attack. The privateer had not less than 70 men, part of whom were strongly posted behind trees; notwithstanding which immense superiority, he boarded, carried, and, as she was fast aground, destroyed her. She proved to be la Trompeuse, mounting 5 guns, and commanded by the same person who had so nobly fought the Pelican in Sept. 1797, but who was not on board his new vessel to defend her with equal gallantry. The loss sustained by each party on this occasion was comparatively trifling.

Whilst serving as a Lieutenant of the Pelican, Mr. Ussher was engaged in more than twenty boat attacks, the whole of which were conducted by him with the same zeal and gallantry as those enterprises were which we have been describing. In May, 1799, he was appointed third of the Trent frigate, commanded by Captain Robert Waller Otway, an officer likewise distinguished for his active services and very daring exploits.

On the 7th of the following month, Lieutenant Ussher volunteered his services to attack a schooner and a felucca, lying in Aguada bay, at the N.W. end of Porto Rico, which anchorage was protected by two batteries, one of six and the other of four 24-pounders. The barge and a cutter were accordingly placed under his orders, the latter boat commanded

* See Captain Hamstead's letter to the Admiralty, at p. 329.

by his old fighting companion, Mr. M'Cleverty, then serving as master of the Trent.

The enemy's vessels having hauled in under the 6-gun battery, and being evidently prepared for resistance, great caution and profound silence were absolutely necessary. At 11 P. M., the boats shoved off, with their oars well muffled; and Lieutenant Ussher had scarcely proceeded 600 yards when he fell in with and secured a canoe, which had been sent out for the purpose of rowing guard and giving timely alarm, an attack being fully expected.

On approaching the shore, Lieutenant Ussher ordered Mr. M'Cleverty to remain out of gun-shot until he observed firing, as it was his intention to board the schooner singly, which, in the event of any severe loss, would enable the cutter to give him more efficient aid.

About 2 A. M. the schooner was perceived lying under the muzzles of the guns in the largest battery; and her crew being all asleep on the quarter-deck, she was soon afterwards silently boarded on the bow, from whence Lieutenant Ussher and his men walked aft without their shoes, and kneeling down with the points of their swords against the breasts of the Spaniards, threatened them with instant death if they gave the least alarm.

A hawser fast on deck, and another at the mast-head, were then successively cut; the schooner swung with her stern to the battery, and a well-directed fire instantaneously swept her deck, killing and wounding almost every one of the barge's crew. Several of the prisoners were also wounded by a 24-pound shot entering the cabin, to which place they had retreated.

Finding the schooner still fast, a diver, who fortunately had escaped, went down and cut a rope which he found attached to the heel of the rudder. At this critical moment, Mr. M'Cleverty came up and took the prize in tow: a light air off the land aided him very greatly, and he soon gained an offing. When out of range, Lieutenant Ussher left the schooner and barge in his charge, returning himself in the cutter to Aguada bay, from whence he brought out the felucca without any additional loss.

The Trent subsequently proceeded towards the Spanish Main; and on the 7th July, 1799, being then about 14 or 15 leagues to the northward of Laguira, Captain Otway received information that the Hermione frigate, whose crew had murdered their captain and most of the officers *, was lying in that port, under the protection of several heavy batteries. Having long most anxiously sought to discover the place of her retreat, that brave and enterprising officer immediately determined on making an attempt to restore her to the British navy.

For this purpose the barge and cutter were again manned with volunteers, and again placed under the command of Lieutenant Ussher, assisted by Mr. M'Cleverty; Captain Otway accompanying the former officer as a *volunteer*, which appears to have been his general practice, whenever the service to be performed by boats was considered particularly dangerous, and the situation of his ship did not render it unsafe for him to leave her.

At midnight, after a fatiguing row of eleven hours, the barge got sight of a light on shore; and shortly afterwards she fell in with a fishing vessel, from which a pilot was procured. At 1 A. M. (July 8), both boats entered the harbour with their oars muffled, and pulled in every direction without being discovered, although it was then a perfect calm, and not a sound could be heard in any part of the anchorage. Severe was the disappointment of every officer and man when they ascertained that the Hermione was not there. The fact is, that she had sailed only a few days before for Porto Cabello, where she was afterwards captured in the manner described at p. 824 of our first volume.

Returning from the inner part of the harbour, the mortified party perceived a long low ship, which the pilot described as a corvette lately arrived from Spain: the cutter was immediately directed to pull for her larboard bow, and the barge to board her on the larboard gangway. The use of fire-arms on this, as on all similar occasions, was strictly forbidden by a standing order of Captain Otway's.

* See Brenton's *Nav. Hist.* Vol. II. pp. 435—437.

Hearing the barge come alongside, the Spaniards rushed upon deck, and defended themselves with great resolution; but nothing could withstand the impetuosity of the British seamen, several of whom broke their cutlasses in dealing out powerful blows:—it is scarcely necessary to add that the ship was soon carried, and in a style that left no doubt as to what would have been the result had they found the real object of their visit to Laguira.

By this time the alarm was given on shore, drums were beating in every direction, and lights seen in all the batteries. Scarcely was the cable cut, and the prize taken in tow, when the fire of nearly 100 guns was opened upon her; but as the smoke did not rise, the enemy were prevented from taking good aim, and by break of day she was so far out that their shot could no longer reach her.

The Trent was now eagerly looked for by the exhausted boats' crews, but she was no where to be seen. As the sun rose, and cleared away the haze, a formidable flotilla of gun-boats was discovered coming out. To contend against such a superior force in broad day-light would have been madness; to carry off the prize without fighting was totally impossible, there being no wind, and the Trent's fine fellows having scarcely strength enough left to keep the tow-rope taut. Captain Otway therefore recommended Lieutenant Ussher, who had taken charge of the ship, to place double centinels over the prisoners, to point two of the guns (Spanish 12-pounders), treble-shotted, down the main-hatchway, and upon the arrival of the flotilla within grape-range to fire them through her bottom. This advice was strictly followed: Lieutenant Ussher and his men retreated into the barge; the Spaniards left their place of confinement, mounted the rigging, and shewed by their signals and gestures the sinking state of the ship, thereby drawing off the attention of the headmost gun-boats, which had already commenced firing grape at the British, who were thus enabled to effect their escape without further annoyance, although they did not fall in with the Trent for many hours afterwards.

We next find Lieutenant Ussher and Mr. M'Cleverty bring-

ing off a felucca which they had discovered lying aground under a small battery on the north side of Porto Rico. On this occasion the Trent's barge was opposed by a body of cavalry, and actually attacked by numerous troopers, who rode into the sea and behaved in a very creditable manner until the launch rounded an intervening point of land, and commenced firing upon them with grape, canister, and musketry, when they scampered off in the greatest confusion, many of the horses throwing their riders, to the great amusement of every Briton present.

Lieutenant Ussher continued in the Trent until her return to England with the flag of Sir Hyde Parker *, when, being threatened with locked jaw, and suffering severely in other respects from his various wounds, he was obliged to retire for a time from active service, and thereby lost the fairest chance of promotion. Whilst on shore he was surveyed by the college of surgeons; but, although they reported that his wounds were equal to the loss of a limb, and the following warm letter was written in support of his claims, he did not obtain a pension until Dec. 1814 :

"*Great Cumberland Place, Oct.* 1, 1801.

"Sir,—Lieutenant Ussher, a most gallant and deserving officer, serving under my command in the West Indies, having acquainted me, that there is a stop put for the present to a pension intended to be granted him for his wounds, for want of Captain Laroche's letter of the action in which he was wounded, I herewith have the honor to enclose a copy of Captain Laroche's letter, and as Lieutenant Ussher was, whilst in the West Indies, ever distinguished for his gallant conduct in cutting vessels out of the enemy's harbours and attacking batteries, and most warmly recommended to me by every Captain under whom he served, I beg leave in justice to his merits not only to recommend him for a pension, but for any mark of favor their Lordships may think proper to bestow on him. I am, &c.

(Signed) "HYDE PARKER."

"*To Evan Nepean, Esq.*"

The letter referred to in the note at p. 324 was worded as follows ;

"*London, Feb.* 27th, 1802.

"Sir,—Having heard that the pension intended to have been granted to Lieutenant Thomas Ussher, for a severe wound he received in an action with the enemy (when Captain Laroche commanded the Pelican while I

* See Vol. I. Part II. p. 697.

was sick at Jamaica) is withheld; I beg you will be pleased to inform the Lords Commissioners of the Admiralty, that when I rejoined the Pelican, Lieutenant Ussher did his duty on board, although his wound was open and very troublesome; and I afterwards sent him on a similar service (to that on which he received his wound) in the boats of the Pelican, in the bight of Leogone, when he shewed his usual gallantry, and destroyed the French privateer.—I therefore beg leave to recommend his case to their Lordships, as that of a brave and deserving officer. I have the honor to be, Sir, &c.

(Signed) "J. HAMSTEAD."

"*Evan Nepean, Esq.*"

Contrary to the advice of his physicians, Lieutenant Ussher again solicited employment, in June 1801, and was immediately appointed to the Nox cutter; in which vessel he appears to have been employed attending upon the royal family during their usual visit to Weymouth; but although flattered with a promise of speedy advancement at that period, he had the mortification to be passed over when a very extensive promotion took place, in April 1802. His subsequent appointments were, Oct. 1803, to the Joseph cutter; and April 1804, to the Colpoys brig; the latter vessel mounting 14 twelve-pounder carronades, with a complement of 40 men.

In Oct. 1804, Captain Peter Puget, of the Foudroyant 80, prepared a plan for the destruction of the Brest fleet, in the performance of which service he was to have been seconded by Lieutenant Ussher; but to their great chagrin the enterprise was abandoned through some misunderstanding, only two days before the time appointed for putting it into execution. The following copy of a letter from Captain Puget will shew what confidence he reposed in his intended companion:

"*Foudroyant, Cawsand Bay, Nov.* 3, 1804.

"My dear Sir,—I beg leave to add my testimony to the many already in your possession, of your services, and how much I felt obliged for the readiness with which you came forward when I suggested to you the plan for destroying the enemy's fleet in Brest by fire-vessels. Had that plan been put into execution, you were to have followed in the next brig to me; and as I should have led in, I felt assured of extensive success with such support.

"I have likewise to acknowledge the assistance I received from you in reconnoitring the enemy's fleet, during the time that plan was in contemplation; and nothing I assure you would afford me more heartfelt gratification than hearing of your promotion, on which I hope very shortly to con-

gratulate you. I have taken the liberty of writing to Lord Melville on this subject. Believe me to be, my dear Sir, your sincere friend,

(Signed) "PETER PUGET."

"*To Lieut. Thomas Ussher.*"

In justice to the other officers who were to have been employed on the same hazardous service, we shall here insert a copy of Captain Puget's letter, recommending them to the favorable notice of the Admiralty.

"My Lord,—As the plan for attempting to destroy the enemy's fleet in Brest appears for the present abandoned, I think it my duty to state to your Lordship the readiness with which the following officers volunteered their services on that occasion—Lieutenants Graves, Ussher, Milne, and Mends; and though their expectations were a little damped from the circumstance of my being deprived of the principal command, yet even holding a secondary situation, these officers did not shrink from their original offer, but came forward still, under my auspices, to execute that service.

"The unwearied diligence they bestowed in every stage of that undertaking, and their anxiety to execute it with honor and credit to themselves, deserve every recommendation I can give them, not exactly on that account, but for the secrecy they observed. I feel fully convinced, had it been our good fortune to have conducted that enterprise, these officers would have merited your Lordship's countenance and protection: as it is, I think it but common justice to mention their spirit and alacrity. I have the honor to be, &c. (Signed) "PETER PUGET."

"*To the Right Hon. Viscount Melville, &c. &c. &c.*"

ANSWER.

"*Admiralty, Nov.* 26, 1804.

"Sir,—I have to acknowledge the receipt of your letter, and I have much satisfaction in observing the favorable testimony which you bear to the zeal of Lieutenants Graves, Ussher, Milne, and Mends, in their voluntary offer to accompany you on a particular service, and to their diligence and discretion during the whole period that the execution of the project was in contemplation.

"For the zeal which you yourself manifested in suggesting this project, and for the ability with which you appear to have digested and detailed the means of carrying it into effect, you are fully entitled to, and have my entire approbation. I am, &c.

(Signed) "MELVILLE."

"*To Captain Puget, R. N.*"

From a memorial subsequently presented to the Admiralty by Captain Puget, we find that it was originally intended to

place twelve fire-brigs at his disposal; but that their Lordships were of opinion that Captain Charles Brisbane should conduct the contemplated enterprise, as he had suggested a similar plan of attack when commanding the Doris frigate, in 1801; that this new arrangement was not made known to Captain Puget till after the first division of the fire-vessels had joined the Channel fleet, and that the cause of the undertaking being ultimately abandoned was never communicated to him. The assistance which he acknowledges having received from Lieutenant Ussher "in reconnoitring the enemy's fleet," was greater than his letter of Nov. 3, 1804, seems to imply; the zealous commander of the Colpoys having actually entered Brest harbour in a 4-oared gig, rowed along the whole French line, consisting of twenty-one sail, and thereby obtained a knowledge of the enemy's exact force.

This very hazardous service was performed during a sharp frosty night; and Lieutenant Ussher was not discovered until he arrived abreast of the Admiral's ship, when three boats were immediately despatched in pursuit of him. On his clearing the Goulette passage, the boats of eleven gun-brigs lying in Cameret bay, and which advanced squadron he had previously rowed around, joined in the chase; but although closely pressed, he effected his retreat without loss, and was thus enabled to give Admiral Cornwallis the information that that veteran officer had long been anxious to obtain, as also to explain to Captain Puget the exact position of the French commander-in-chief, and the force under his orders.

Another dashing service performed by Lieutenant Ussher about the same period is equally deserving of notice.

Ever anxious to add to his professional reputation, he landed at midnight with only 6 men, surprised a signal post situated not more than 200 yards from Bertheaume castle, obtained possession of the enemy's private signals, locked the guard up in a room, and brought off their commanding officer.

Lieutenant Ussher was subsequently sent to cruise on the north coast of Spain, where he destroyed many of the enemy's trading vessels. In Mar. 1806, we find him addressing an official letter to Earl St. Vincent, of which the following is a copy:

"My Lord,—I have the honor to acquaint your lordship, that, cruising in H. M. brig Colpoys under my command, agreeably to the orders of Admiral Cornwallis, on the 21st of this month we chased three Spanish luggers into the port of Avillas; and as we had a fine commanding breeze, I determined on following them in, notwithstanding the fire of a six-gun battery, under which they ran, but which I considered the Colpoys as competent to silence. For this purpose we prepared for anchoring with springs; but on arriving within range of the enemy's guns, and before our carronades could be worked with effect, the wind died away. To draw the fire from the brig, and in order to lose no time in effecting my object, the two boats were immediately manned with volunteers, and, after pushing through a heavy fire of grape from the battery, and the musketry of a party of soldiers, which had been sent on board the vessels to defend them, I succeeded with 6 men, in the headmost boat, in boarding and carrying them, the enemy jumping over one side as we entered on the other; 13 of them fell into our hands: the second boat, which pulled heavy, came up afterwards, and we succeeded in bringing them off.

"Notwithstanding the heavy fire of the enemy's battery of 24-pounders, two men only received any hurt; one of them, I am sorry to add, a dangerous wound, though, I hope, not mortal.

"I have felt it a duty I owe to the steady courage and perseverance of the master, mates, and crew of the Colpoys, to detail to your lordship the circumstances of this little enterprise, as they have uniformly shown the same determination in my support in other affairs the Colpoys has been engaged in since I have had the honor to command them. I annex, in the margin, for your lordship's information, the names of the captured vessels*. I have the honor to be, &c.

(Signed) "THOMAS USSHER."

On this occasion, the enemy's armed vessels fired round and grape at Lieutenant Ussher's boat until he got within a few yards of the outermost, when she loaded her guns with musket-balls, by which the above-mentioned men were wounded. As soon as that vessel was secured Lieutenant Ussher made two of the prisoners jump overboard and swim on shore, directing them to tell the officer commanding the battery that if another gun was fired he would hang up the eleven Spaniards remaining in his possession. This menace had the desired effect, and the other vessels were taken possession of without further opposition; the one in ballast was given up to the prisoners.

* Two of the prizes were laden with flax and steel, and each of them mounted two guns: the third was in ballast.

On the 19th April following, the Colpoys then cruising between the Glenans and l'Orient, in company with the Attack gun-brig, Lieutenant Ussher perceived two chasse-marées at the entrance of the river Douillan, which vessels soon quitted their anchorage and ran up the river. Finding it necessary to silence a battery of 2 long 12-pounders before the boats could get to them, he landed with 12 men from each brig, and, after a short skirmish, got possession of, and nailed up the guns: he then brought the vessels down the river, and destroyed the signal post at Douillan, accomplishing the whole of this daring service without the slightest loss, or any material damage.

We next find Lieutenant Ussher volunteering to cut out a French frigate, lying at St. Sebastian, for which purpose the Haughty gun-brig and Frisk cutter were placed under his orders: contrary winds, however, prevented him from arriving off that place in time to make the attempt, the enemy's ship having sailed two days before he got there.

From thence Lieutenant Ussher's little squadron, reinforced by the Felix schooner, proceeded along the north coast of Spain, and destroyed several batteries at St. Antonio, Avillas, Bermeo, and Hea. His proceedings at the latter place are thus described by him in an official letter to Earl St. Vincent, dated Aug. 6, 1806:

"On the 28th ult., standing along shore to reconnoitre the small harbours to the westward of St. Sebastian, with the Frisk, Haughty, and Felix in company, I saw some vessels lying at Hea: the wind being favorable for bringing them out, the boats were manned with volunteers, and I went in accompanied by Lieutenants Bourne and Norton, and sub-Lieutenant Mitchell, of the Felix. Upon arriving within 200 yards of the town, and at the entrance of a narrow river leading to it, the enemy commenced firing grape and musketry from a battery on our left, and another at the town which enfiladed the river. Finding that they were so well prepared, I judged it necessary to attack the town instantly, and for that purpose I directed the boats to pull up in a line a-head to the battery in front, of which and the town we soon had possession (our men having pushed through between the guns and the sides of the embrasures, this being the only entrance I could find); we afterwards attacked the battery we had passed on our left, rolled the guns over a precipice into the sea, and destroyed the magazine: the vessels being in ballast, and drawn up on the

beach, we did all our means would admit of to render them unserviceable. I am sorry to acquaint your lordship, that, in the performance of this service, Lieutenant Bourne received a severe blow that broke a rib; one of his men, also, was dangerously wounded; which, with two more of the party slightly wounded, was the extent of our loss. I fear the enemy suffered very much, in consequence of the provoking manner they continued to assail us from the tops of their houses, after we had possession of the town, although our men behaved in the most orderly manner, not attempting to commit the smallest plunder. I cannot conclude my letter without acknowledging the support I received from Lieutenants Bourne and Norton (of the Felix and Frisk *), Lieutenant Bourne continuing to exert himself, though suffering great pain; and I have much pleasure in acquainting your lordship that the other officers and men behaved with coolness, determination, and the greatest humanity."

Hea is situated in a deep ravine, and the river leading to it is so narrow that two boats cannot row up abreast. Lieutenant Ussher endeavoured to effect a landing before he arrived at the battery in front of the town, but found it impossible to mount the rocks, which were inaccessible at both sides. Himself and the boatswain of the Colpoys were the two first that sprang through the embrasures; and the former appears to have had a very narrow escape when pursuing the enemy from the battery into the town, his pistol having missed fire when presented at a Spaniard whose bayonet was already touching his breast, but who appeared paralysed at the sight of fire-arms, and remained motionless until he was cut down by a British sailor.

The cause of Lieutenant Ussher giving up the command of the Colpoys, by which his promotion was probably delayed, will be seen by the following official testimonial:

"This is to certify, that immediately after taking the town and batteries of Hea, on the coast of Spain, last July, I was requested by Lieutenant Ussher, of the Colpoys, to attend him in consequence of a wound he had received on a former occasion in his right thigh; the wound having broken out afresh, occasioned, as I learned, by the violent exertion and excessive fatigue he encountered in effecting the destruction of the batteries at the above-mentioned place.

"And I do further certify, that during the time the Colpoys remained in company with the Felix, I had frequent opportunities of seeing Lieutenant

* The Haughty was commanded by Lieutenant John Mitchell.

Ussher, and that from the period above alluded to, I marked a progressive decline in his general health, and an alarming affection of his nervous system, evidently proceeding from the unfavorable symptoms of his wound.

"Given under my hand on board his Majesty's schooner Felix, this 11th October, 1806.

(Signed) "GEORGE F. CLARK, Surgeon."

About the same period, Lieutenant Ussher received the following gratifying letters from three of the most distinguished officers in the British navy:

"*Hibernia, in the Tagus, 13 Sept.* 1806.

"Sir,—Be assured that I sincerely lament your retiring from the command of the Colpoys, on the public account, and much more on your own; but though no longer under my command, you are not out of my recollection, and I have enclosed your letter to the Admiralty, with as strong a recommendation as I could pen. With the most sincere good wishes for its success, I am, Sir, very much your humble servant,

(Signed) "ST. VINCENT."

"*To Lieutenant Ussher.*"

"*Newlands, Oct.* 1, 1806.

"Dear Ussher,—I have, I am sure, at all times been most ready to express, not only my approbation of your conduct, but that I thought your daring exploits and uncommon zeal in the service, whilst under my command, deserved promotion. The only way in my situation to have shewn my sense of your good conduct was to have taken you on board the Ville de Paris, which I could not do because it would have put you out of the way of further distinguishing yourself, and as I then thought, and it has since been proved, would not have helped your promotion. I am, dear Ussher, your obedient and faithful servant,

(Signed) "W. CORNWALLIS."

"*October* 9, 1806.

"Dear Sir,—I am this moment favored with your letter, and it is with great pleasure I congratulate you on your recovery from your late indisposition, and the prospect you have of promotion, to which your gallant and active services have so long given you the fairest claims.

"I do assure you I never lost an opportunity of reporting your meritorious services to our brave and honorable commander-in-chief, whose letter I return to you, as it is so creditable to you both, and I doubt not you value the good opinion of such an officer more than a Post-Captain's commission, which I wish it was in my power to confer on you, as I know none more deserving of it; therefore I need not add the pleasure I shall have in hearing of your promotion, for which you have my best and most unfeigned good wishes.

"Rheumatism and low fever still confine me to this place, which is the

more painful, as every moment spent on shore, at the present situation of public affairs, is worse than death. I am, my dear Sir, with great truth, your most faithful humble servant,

(Signed) "THOMAS GRAVES."

"*To Lieutenant Ussher, R. N.*

"P. S. You may make use of me in any way I can further your promotion * * * * * * *."

These letters, together with many others of a similar nature, were forwarded to the Admiralty by Lieutenant Ussher, who immediately received a complimentary epistle from the first lord, of which the following is a copy;

"*October*, 13, 1806.

"Sir,—The testimonials which you have enclosed to me from Earl St. Vincent and other officers high in the service, are naturally so valuable to you that I do not delay to return them; they mark such an honorable course of service that I am happy to take an early opportunity of promoting you: it is my intention to appoint you to the command of a sloop, which will be ready to receive men in a few days. I have the honor to be, Sir, your faithful and obedient servant,

(Signed) "THOMAS GRENVILLE."

"*To Lieutenant Ussher.*"

The sloop alluded to by Mr. Grenville was the Redwing of 18 guns, fitting for the Mediterranean station. The Committee of the Patriotic Fund at Lloyd's had previously voted Lieutenant Ussher a sword value 50*l.* for his very gallant conduct at Avillas; and the crew of the Colpoys, also, requested his acceptance of a handsome sabre, "as a token of their respect and esteem."

During the time that Captain Ussher commanded the Redwing, he was principally employed protecting our trade from the depredations of the Spanish gun-boats and privateers in the vicinity of Gibraltar, on which station he gave many additional proofs of his skill and intrepidity.

In Mar. 1807, Captain Ussher joined Lord Collingwood off Cadiz, and was ordered by him to convoy a fleet of merchantmen through the Straits. When passing Tariffa, the enemy's flotilla came out; and as the Redwing was painted like a Portuguese merchantman, for the purpose of deception, her commander succeeded in decoying them within range of his carronades, the fire of which was no sooner opened than they

fled with precipitation, seeking protection under their land batteries.

On the 20th April following, being then at Gibraltar, and observing a division of Spanish gun-boats coming round Cabritta point, with a merchant brig in tow, Captain Ussher obtained permission to slip his cable and go in pursuit of the enemy, but with private directions "not to risk too much." His proceedings are thus detailed in an official letter addressed to Captain Edward Buller, the senior officer at that anchorage:

"*H. M. brig Redwing, Gibraltar, April* 21, 1807.

"Sir,—In obedience to your desire that I should state to you my proceedings yesterday morning, I beg leave to acquaint you that I lost no time in closing with the enemy's gun-boats, with the hope of forcing them to abandon the brig they had captured, and which proved to be an American; but from the light airs, and though every exertion was used in towing by the boats you sent me*, I could not so far succeed until they were under the protection of their batteries. At that moment, a light breeze springing up, I ordered the boats to keep outside, as we were considerably within the range of shot, and I opened the fire from my long guns upon the gun-boats, which appeared to give way; but before I could close for my carronades to do execution the wind died totally away, and I was exposed to so heavy a fire from the batteries, that I deemed it no longer advisable to continue the attack; and by the assistance of the boats and my sweeps, I was enabled to get soon out of the reach of their guns†.

"I cannot conclude my letter without mentioning the support I received from Lieutenants Ferguson and Webster, Mr. Davis the master, and Mr. Horniman, the purser (who volunteered his services on deck); and I never saw greater steadiness shewn than by every officer and man, though opposed to so unequal a fire. I annex for your information a list of the killed and wounded‡. I remain, &c.

(Signed) "T. USSHER."

During this action, the Redwing was struck by a red-hot shot from the shore, which blew up a salt-box full of powder, tore away the grating over the gun-room skylight, and set fire to

* Those of the Malta 80, Niger frigate, and Eclair brig; also a gun-boat, manned by the former ship.

† Captain Ussher had previously been recalled by the senior officer; but he did not obey the signal until the gun-boats got under the batteries, and their prize into Algeziras.

‡ 3 killed, 4 wounded.

the tarpauling that covered it, pieces of which were observed descending into the magazine passage, when Captain Ussher promptly jumped down and hailed the gunner instantly to shut the door of the magazine, which was of necessity kept closed for a considerable time, as the only means of saving the brig from destruction.

About two hours after the above affair, Captains Buller and Ussher rode out on the neutral ground between Gibraltar and St. Roque, and were invited by General O'Reilly, commanding at the Spanish lines, to take some refreshments. Whilst doing so, the General proposed to drink to the health of the gallant officer who had so distinguished himself that morning; and on being told that it was Captain Ussher whom he thus designed to honor, he seized the latter by the hand, said he was delighted to make his acquaintance, that he felt ashamed of the disgraceful conduct of his countrymen in the gun-boats, and regretted that the batteries had rendered them any assistance.

From this period until Aug. 19th, 1807, the Redwing was almost constantly in pursuit of and engaged with the enemy's flotilla and batteries. At the latter date we find Captain Ussher proceeding with despatches to the Balearic islands; and on his return from thence reporting the destruction of a Spanish convoy at Calassel, and the result of an attack made by him upon three privateers lying at Benidorme; the particulars of which services are detailed in two letters addressed to Rear-Admiral Purvis, of which the following are extracts:

"Standing along the coast of Catalonia (Sept. 7, 1807), I saw a ship, a polacre, and several smaller vessels at anchor before the town of Calassel, and having a light breeze I stood into the bay; but before I could get within gun-shot, the inhabitants came down in great numbers, and hauled them on shore. Having anchored within three cables' length of the town, I sent the boats, under cover of my fire, to bring them off or burn them; but a most violent thunder-storm, that lasted near four hours, obliged me to weigh; and I have no doubt that before it abated the vessels went to pieces on the beach. Lieutenant Ferguson, who commanded the boats, behaved with his usual gallantry, under a most galling fire from the town; the cool and good conduct of Lieutenant Webster, the other officers, and

the men, likewise deserve great praise. I annex for your information a list of the killed and wounded *."

"Passing Benidorme, on the coast of Valencia, Sept. 8th, I saw a Spanish polacre ship, and three privateers, of 10, 6, and 4 guns, at anchor before the town. Having pushed in within a hundred yards of the castle, on which are mounted four 18-pounders, commanding the anchorage, I succeeded in carrying the ship, which the crew (assisted by the people of the town) were endeavouring to haul on shore, and had put my helm up to lay the privateers on board, when I found, as the smoke cleared away, they had cut their cables, and were making sail. On looking round, to my great mortification, I saw so much of my standing and running rigging cut that my masts were in danger: the stem was likewise shot through, close inside the bobstays, and the fore-mast and main-top-gallant-mast were wounded; but I pursued them with all the sail I could carry to Jovosa, four miles west of Benidorme, where they ran on shore, apparently in a sinking state †: one of them had struck her colours, but rehoisted them on seeing our crippled state.

"Not being able to mann all my guns, 11 of my best men lying wounded, 1 killed, and 14 absent in prizes and at the hospital, I could only fire alternately at the castle and vessels, otherwise I have no doubt the whole of them would have fallen into our hands.

"I have much pleasure in acquainting you, that in this affair I lost but one man; and that Lieutenants Ferguson and Webster, Mr. Davis, and Mr. Horniman, the latter of whom has always volunteered his services on deck, and every other officer, together with the men, deserve my highest praise. I annex in the margin the name of the captured ship ‡, and have the honor to be, &c.

(Signed) "THOMAS USSHER."

About this period, Captain Ussher received a very kind letter from his new commander-in-chief, the contents of which we cannot refrain from laying before our readers:

"SIR,—The letters you sent to me I have read with much satisfaction—they are valuable documents to you, as they shew that the same zeal, the same skill and enterprise which, short as the time is you have been under my command, I have had frequent occasions to admire, have been the ordinary practice of your life at sea; and whatever regard the Admiralty are pleased to show you, I truly believe your services will merit it. You, and

* 1 killed, 9, including Mr. Sharp, master's-mate, wounded.

† The largest privateer had great part of her stern torn away by one of the Redwing's broadsides.

‡ La Preciosa, laden with sundry merchandise. Her yard-arms were nearly touching the castle when she was boarded by Lieutenant Ferguson.

your indefatigable companion, Captain Raitt, of the Scout*, have done infinite service by the annoyance you have given to the enemy's privateers, &c. I return you the letters, and am, Sir, with great esteem, your faithful humble servant,

(Signed) "COLLINGWOOD."

On his return from the Balearic islands, Captain Ussher resumed his station in the Gut of Gibraltar, where we find him continually engaged in pursuit of the enemy's gun-boats and privateers for a period of nine months, during which he also was often under the fire of some of their numerous batteries.

On the 7th May, 1808, at day-light, Cape Trafalgar bearing W.N.W. distant about six miles, Captain Ussher discovered seven armed vessels convoying twelve Spanish merchantmen alongshore. The enemy appeared desirous of trying their strength with the Redwing, and he immediately made all sail to close with them, and to cut off their retreat to leeward. The wind being very light and variable, he did not get within point-blank shot before seven o'clock, at which time they opened their fire, handed their sails, formed a line abreast, and swept towards the Redwing, displaying more than their usual confidence, and indicating an intention to board. That the enemy had good reason to hope for success is proved by Captain Ussher's description of their force, viz.

Two schooners, the Diligente and Boreas, each mounting 2 long 24-pounders and 2 eights, with a complement of 60 men.

Three gun-vessels, their aggregate force 3 long 24-pounders, 2 sixes, 1 36-pounder, and 111 men.

A mistico of 4 guns and 20 men, and a felucca of similar force.—Total, 22 guns and 271 men†.

Aware that much depended upon the effects of her first fire, Captain Ussher ordered each of the Redwing's guns to be loaded with one round shot, one grape, one canister, and 500 musket-balls (tied up in a bag); directed his best marksmen to point them at the Diligente, that vessel bearing the broad pendant of the Spanish Commodore; and desired that their

* Posted Sept. 16, 1809; died in Feb. 1816.

† Redwing, 16 thirty-two pounder carronades, 2 long sixes, 98 officers, men, and boys—the remainder of her complement absent.

fire should be reserved until they were certain of hitting her. The Redwing's crew were then ranged along the gunwales, in order that every man might know his particular station; and the boarding-nettings were purposely kept down, as an additional encouragement to the Spaniards to come alongside.

Having thus prepared for meeting the enemy upon their own terms, the Redwing's gallant crew were allowed to give three cheers, which seemed to have a magical effect upon their foes, who instantly backed water, and continued doing so whilst their commodore spoke the different vessels under his convoy. Having at length arrived within pistol-shot, the Redwing's broadside went off like a single gun, the shot all striking the Diligente at the water line, and cutting her open fore and aft: after giving two or three heavy rolls, she turned over and went down, with all on board. The Boreas soon shared a similar fate; and by nine o'clock two other vessels had also disappeared, they having pushed into a heavy surf, whereby all their wounded men were sacrificed. Four of the merchantmen, following their example, were likewise sunk; and seven, together with the armed mistico, taken by the Redwing—only the felucca, one gun-boat, and one merchant vessel effected their escape, which they would not have done had the British brig been in a condition to carry sail; but, fortunately for them, her foremast was crippled by two shot (24-pounders); another had passed through the main-mast, the gammoning of her bow-sprit was shot through, and the knee of the head cut asunder: her loss, however, was very trivial, only one man being slain, and the master, purser, and one sailor wounded. The Spaniards, according to their own confession, had no less than 240 killed, drowned, and taken prisoners *.

"Considering that, among the 22 guns of the Redwing's

* When the Boreas sunk, Captain Ussher despatched his only boat to try and save as many of the Spaniards as possible; but, to the eternal disgrace of those on board the other gun-vessels, they disregarded the flag of truce, which humanity alone induced him to hoist, and, continuing their fire, compelled him to recall the gallant fellows whom he had sent to rescue his unfortunate antagonists.

seven opponents, there were one long 36, and seven 24-pounders; that the number of men on board of them almost trebled the number in the brig, and that the weather was in every respect favorable for gun-boat operations, the defeat and destruction of this Spanish flotilla afforded an additional proof of the prowess of British seamen, and of how much may be accomplished by gallantry and perseverance *." Lord Collingwood's acknowledgment of Captain Ussher's gallant services ought not to be omitted:

"*Ocean, off Toulon*, 29 *May*, 1808.

"Sir,—I have received your letter of the 7th instant, informing me of your having that morning attacked an enemy's convoy, near Cape Trafalgar, consisting of 19 sail, seven of which were armed vessels; that the result had been the capture or destruction of the whole except three, who owe their escape to the crippled state of the Redwing; and that one seaman was killed and two officers and one man wounded on this occasion.

"I shall transmit to the Lords Commissioners of the Admiralty a detail of this gallant affair, to whom I make no doubt it will be as gratifying as it is to me, as it affords another instance of that zeal and ability which have been so conspicuously displayed by you for the good of his Majesty's service, and the annoyance of the enemy. The handsome terms in which you speak of the Redwing's officers and crew is highly creditable, and much to their honor. I am, Sir, &c.

(Signed) "COLLINGWOOD."

"*Captain Ussher, Redwing.*"

On the first day of the following month, Captain Ussher chased a mistico and two feluccas into the bay of Bolonia, near Cape Trafalgar; anchored within point-blank shot of a battery mounting six long 24-pounders, and soon drove the enemy from their guns, thereby enabling Lieutenant Ferguson to destroy the former vessel and bring out the two feluccas, under a heavy fire of musketry, by which Mr. Sharp, master's mate, was killed, and acting Lieutenant Webster, 3 men, and 1 boy wounded. Captain Ussher then landed, taking with him Lieutenant Ferguson and 40 men armed with pikes, stormed the battery, rendered the guns unserviceable, and blew up the magazine. This latter service appears to have been one of more than ordinary danger, as the rapid approach

* JAMES'S *Nav. Hist.* Vol. V. p. 69 *et seq.*

of a body of cavalry prevented him from laying a train sufficiently long, before it became necessary to fire his pistol, or otherwise to abandon his design. So violent was the concussion that many of the party, whom he had ordered to scamper off, were knocked down; and the shock is said to have been sensibly felt even by the vessels lying at Tangier, a distance of more than six leagues.

On his return to Gibraltar, after the affair at Bolonia, Captain Ussher received the following official notification of his advancement to post rank:

"*Admiralty Office, 24th May*, 1808.

"Sir,—My Lords Commissioners of the Admiralty having been pleased, as a reward for your judicious and gallant conduct in his Majesty's service, to sign a commission promoting you to the rank of Post-Captain, I have their Lordships' commands to transmit to you herewith the said commission, and at the same time to acquaint you that it is their directions you should for the present continue in the command of the Redwing. I am, Sir, &c.

(Signed) "W. W. POLE."

"*Captain Ussher, Redwing.*"

Hostilities with Spain ceasing about this period, and his health having been long in a declining state, Captain Ussher shortly afterwards gave up the command of the Redwing; and on his return to England had the further gratification of learning that, in addition to the above mark of their Lordships' approbation, the Board of Admiralty had been pleased not only to promote his first Lieutenant, but likewise to confirm the gentleman who was acting as second; to grant Mr. Richard Soper, senior midshipman of the Redwing, a commission; and to order warrants to be given to such of his own boat's crew as were qualified for superior stations.

We next find Captain Ussher proceeding to Dublin, where an elegant dinner was given by a large party of noblemen and gentry, to celebrate his arrival.

"The distinguished and well-earned professional reputation of this officer," says the Editor of the Naval Chronicle, "together with the respect entertained for his family and connections, especially the veneration and love with which the memory of his father is so generally cherished, rendered the compliment intended by this meeting perfectly appropriate. To the gentlemen of the university, many of whom were present, it must have

been particularly gratifying to contemplate, in the person of Captain Ussher, the wreath of military fame entwined with science, whilst they reflected to the early instruction of a father, who had long been the ornament of their body, much of the eminent attainments of the son might naturally be traced, and beheld in an *alumnus* of their own society the probable successor to a Nelson's glory*."

On the above occasion, Captain Ussher was presented with the freedom of the Irish capital; and in Dec. following, Lord Mulgrave, then at the head of naval affairs, offered him a command in the Cattegat, for the protection of our trade against the Danish gun-boats. This proposal he accepted, and in Mar. 1809, he was accordingly appointed to the Leyden, a 64-gun ship, bearing 18 Lieutenants and 800 picked men, with thirteen gun-boats attached to her. The abdication of the King of Sweden, however, caused an alteration in the plans of government with regard to the service on which he was to have been employed, and in consequence thereof the Leyden lay idle until the expedition was undertaken against Antwerp, when we find her selected to convey a regiment of the guards to Walcheren, from whence she brought home a number of sick soldiers.

The Leyden was at this time in so bad a condition that, when ordered back to the Scheldt, Captain Ussher was obliged to navigate her thither himself, his pilots refusing to take charge. For this service the thanks of the Admiralty were conveyed to him by the late Sir George Campbell, commander-in-chief on the Downs station.

Owing to her defective state, the Leyden was paid off about the close of 1809; and Captain Ussher remained on shore until April, 1811, when he was appointed, *pro tempore*, to the America 74. Whilst in command of that ship, the crew mutinied, and refused to get her under weigh; upon hearing which, being ill in his cot, he sent for the captain of marines, ordered him to go down to the lower-deck at the head of his men, and to bayonet every sailor he found below. This had the desired effect: the mutineers returned to their duty, and the ship sailed according to her orders.

* * See Nav. Chron. Vol. XXVI. p. 387 *et seq.*

Captain Ussher's next appointment was to the Hyacinth, a post sloop, mounting 26 guns; in which ship he escorted a fleet of merchantmen to the Mediterranean, and subsequently joined the squadron employed defending Cadiz.

From that station, Captain Ussher was sent by Rear-Admiral Legge to endeavour to put a stop to the depredations then almost daily committed upon our trade by the privateers of Malaga, consisting of several fast-sailing, swift-rowing, and well-equipped vessels, commanded by Monsieur Barbastro, a daring and enterprising chief. Finding that the Hyacinth had no chance of overtaking any of these marauders, and that their leader was not to be deceived by the manner in which she was rigged and painted, Captain Ussher lost no time in requesting the senior officer at Gibraltar to place one or two small vessels under his orders, and soon had the pleasure of being joined by a force which he hoped would prove sufficient for effecting the service he was sent on—viz. the Goshawk of 16 guns, Captain James Lilburne; the Resolute gun-brig, Lieutenant John Keenan; and a gun-boat, commanded by Lieutenant Cull.

On the arrival of this reinforcement, the enemy's privateers being all in port, and previously well reconnoitred, Captain Ussher determined to strike a blow at them, for which purpose he directed the boats of his little squadron to be immediately prepared for service; and to prevent confusion or misapprehension of orders, the following plan of attack was communicated to every officer.

"Captain Ussher, in his gig, with 6 men; and Lieutenant Thomas Hastings, second of the Hyacinth, in that ship's pinnace, with 20 men, to attack a battery of 15 long 24-pounders on the mole-head.

"Lieutenant Francis Brockell Spilsbury, first of the Hyacinth, in her barge, with Mr. John Elgar, purser, and 24 men, to attack a battery of 4 long 24-pounders, opposite to the above, and afterwards to assist in boarding the privateers.

"Captain Lilburne, with 40 of his men, in the gun-boat, to board Barbastro's privateer, the Braave of 10 guns and 130 men. Lieutenant Cull afterwards to place his gun-vessel in the fair way between the mole-heads, to enable the prizes to haul out in case the wind should fail.

"All the other boats of the squadron, under the orders of Lieutenant Keenan, assisted by Lieutenants Otty and Arnold of the Goshawk, to board

the other privateers. Each of them to be provided with coils of rope, for the purpose of being laid out as warps to the gun-boat."

It was about nine o'clock in the evening of April 29, 1812, when the volunteers for this desperate service left their respective vessels, and proceeded towards the shore. On arriving within a mile of the town, their intrepid leader informed Captain Lilburne that it was his intention to attack the mole-head batteries previous to the body of boats coming up; that he considered the success of the enterprise would mainly depend upon the result of his attack, and that the gun-vessel and Lieutenant Keenan's division were therefore not to advance until a signal was made by him for that pupose. Having directed Lieutenant Spilsbury to proceed according to the plan of attack, Captain Ussher then dashed on in company with Lieutenant Hastings, effected a landing amongst the rocks outside the mole-head, and, although fired at before the scaling ladders could be placed, obtained complete possession of the principal battery in less than five minutes after he touched the shore. A rocket was immediately let off, the gun-boat and her companions advanced in fine style, and the whole of the privateers were most gallantly boarded and carried *.

So far every thing answered Captain Ussher's most sanguine expectations; and the guns of the battery being turned by his directions upon the castle of Gibralfaro, kept the enemy's garrison in check until all the powder he could find was expended; when he caused them to be spiked, and rowed up the harbour to give such directions as might be necessary for bringing out the prizes. The moon now rising with uncommon brightness, shewed the position of the contending parties: the gun-boat, having a privateer in tow, was warmly engaged with the 57th regiment of French troops, who had come down from the castle to attack the captured bat-

* The Brnave appears to have been attacked by the Hyacinth's cutter, under the command of Mr. Pierce, midshipman, Captain Lilburne having passed her and pushed in amongst the main body of the privateers. Barbastro and most of his crew escaped by jumping overboard; but 33 prisoners were secured by only 13 English.

fery, just as it was about to be evacuated. The other privateers were also in tow, and numerous merchant vessels were seen lying in a tier, under the walls of the town. The castle was keeping up a furious cannonade upon the boats and prizes, which were likewise exposed to a tremendous fire of musketry from the mole-wall, at only a few yards distance: this latter annoyance was answered in the most spirited manner by the gun-boat, until the fall of Captain Lilburne, who received a mortal wound at the moment that Captain Ussher resumed the command afloat. To add to this misfortune, the heavy firing on both sides caused the wind to die totally away; and owing to the severe loss sustained by the British, it was with the utmost difficulty they could bring off Barbastro's privateer, and the Napoleon of similar force: the remainder, however, were damaged as much as possible previous to their being abandoned. Captain Ussher concludes his official account of this heroic enterprise in terms to the following effect:

"I have to lament a most severe loss on this occasion, and amongst those who fell was my brave and honorable companion Captain Lilburne*.

"It is impossible that my pen can do sufficient justice to the undaunted courage of every officer and man employed in this, the most severe and spirited contest I ever witnessed. I beg leave to recommend my first Lieutenant, Spilsbury; Lieutenants Hastings, Keenan, Otty, and Arnold, the latter severely wounded; and every other officer and man."

That Captain Ussher's own gallant and judicious conduct was duly appreciated, will be seen by a public letter he received from Commodore Penrose, dated at Gibraltar, May 6, 1812, a copy of which we shall now lay before our readers:

"Sir,—I have the honor to acknowledge the receipt of your letter of April 30th, detailing the account of your very spirited and well-planned attack on the enemy's ships and vessels in the mole of Malaga, and the batteries which protected them.

"That the failure of the wind or any other cause, should have prevented the full success of an enterprise you had so judiciously arranged, and given

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* Of 149 officers and men, 15 were killed and 53 including Lieutenant Spilsbury, wounded. The gun-boat sustained so much damage that she sunk when on her return to Gibraltar.

more time to the enemy to annoy your brave followers, I most deeply regret.

"It is with sincere pleasure I inform you, that I have the most favorable accounts of the state of the wounded who have arrived here.

"I am happy to find that it is Barbastro's own vessel which you have captured, *and that you possess the eagle presented to him by Buonaparte as an honorable trophy.* The presentation of eagles to the slaves of a tyrant cannot enable them to withstand the invincible energy of British seamen.

"I shall enclose copies of your letter to me to the Commander-in-Chief and Lords Commissioners of the Admiralty, with my testimony of approbation of your conduct, and to enable them to see the names of the officers you recommend, and the gallantry with which the enemy's batteries and privateers were carried.

"The remains of Captain Lilburne were deposited in the garrison burying ground on the 4th instant, attended by all the honors the naval means could furnish, and I was happy to observe, by every officer of any rank not on duty in the garrison*. I have the honor to be, &c.

"*Captain Ussher, Hyacinth.*" (Signed) "C. V. PENROSE."

Respecting the brilliant affair at Malaga, we shall only add, that Captain Ussher's proceedings on that occasion were highly approved both by Sir Edward Pellew and the Admiralty, although they, like himself, could not but lament the severe loss sustained by his little band of heroes.

We next find Captain Ussher commanding a small squadron on the coast of Grenada, opening a communication with the patriots of that province, and inspiring them with such confidence, that they placed themselves at his disposal without any sort of jealousy, constantly requesting his advice how to act, and implicitly following his directions. The proceedings of the Hyacinth and her consorts † are thus described by him in a letter to Commodore Penrose, dated off Almuñecar, May 27, 1812:

"Sir,—I had the honor to inform you, in my letter of the 20th instant, that the Termagant had destroyed the castle at Nersa, and that the guerillas

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* The above officer was made a Commander for his gallantry as first Lieutenant of the Swiftsure 74, at the glorious battle of Trafalgar. He was, we believe, the son of a Master in the royal navy.

† Termagant, a post-sloop, Captain Gawen William Hamilton; and Basilisk gun-brig, Lieutenant George French.

came down from the mountains and entered the town; I have now to acquaint you, that I went on shore with Captain Hamilton, and waited upon the guerilla leader, who informed me that the French had retreated to Almuñecar, 7 miles to the eastward; that they had 300 men there; and considering himself strong enough to attack them, he proposed marching upon it without loss of time. As I was desirous to render the guerillas every assistance in my power, I promised him to anchor the ships in a position to place the enemy between our fire, which gave him great satisfaction, and his men much confidence. I accordingly bore up at 4 o'clock the following morning, with the Termagant and Basilisk, and anchored at point-blank range before the castle, which we silenced in less than an hour. As the guerillas were to have arrived at 7 o'clock, and there was no appearance of them at 8, Captain Hamilton volunteered to return to Nersa in his gig, to learn if any thing had occurred to prevent their moving forward. At four in the morning he returned, and informed me that a reinforcement which they expected had not arrived, and that they waited for them before they could advance. At seven o'clock the enemy again opened their fire, having mounted a howitzer in a breach made in the covered way to the castle; but by ten o'clock they were again silenced, and driven, with great loss, into the town, where they fortified themselves in the church and houses. Desirous of sparing the unfortunate inhabitants, whom the French had thus cruelly exposed, I ceased firing; and having destroyed a privateer which lay at anchor under the castle, I weighed and ran down to Nersa, for the purpose of concerting plans with the guerillas. On my arrival, I had the satisfaction to meet a division commanded by Colonel Febrien, an officer of the truest patriotism, who immediately put himself and troops at my disposal. The roads through the mountains being very tedious, and as no time was to be lost, I resolved to take the infantry, consisting of about 200, on board; and I ordered the cavalry to move forward immediately, and take a position in the rear of the enemy, whilst the infantry, with all the small-arm men and marines, were to land on his flanks. I am sorry that the delay of a calm gave the enemy time to learn our combined movement, as he instantly fled with great precipitation, and joining a corps of 200 at Motril, within four miles of Almuñecar, he retreated from thence upon Grenada.

"As soon as I arrived at my anchorage, I sent Lieutenant Spilsbury and a guerilla officer to hoist the British and Spanish flags on the castle; and immediately began to demolish the works, which are exceedingly strong, as it is built on a peninsula of high rock, scarped all round the sea-face, with a wall 30 feet high. At the land-side the rock is excavated nearly 30 feet deep and 60 wide, with a narrow draw-bridge, which is the only entrance into the castle. I intend to fill up as much of the ditch as possible, by springing mines under each bastion. I found in the castle 2 brass 24-pounders, 6 iron 18-pounders, one 6-pounder, and a howitzer, the whole of

which were spiked by the enemy. He has left a number of deserters, principally Germans and Flemings, who inform me that they were the whole of the foreigners in this battalion of the 32d regiment; they likewise say that they have long looked for an opportunity to desert, as they were dragged from their families, and forced into the French service: one of them has been eight years from his country. The enemy's loss was very severe, but cannot be ascertained, as the wounded were carried off in waggons.

"I feel greatly indebted to Captain Hamilton for the able assistance he rendered me, and the judicious position he anchored his ship in; likewise to Lieutenant French, of the Basilisk, who opened and supported a warm and well-directed fire upon the enemy, while the ships were heaving in their springs to bring their broadsides to bear.

"I am happy to inform you that we have had no loss, except the Termagant one man wounded, and the Basilisk one slightly. The privateer was one of Barbastro's small vessels, armed with 2 guns and having a crew of 30 or 40 men. I cannot conclude without informing you that the officers and men wounded so recently at Malaga came to their quarters. Lieutenant Spilsbury, whose wound is still open, and Mr. Bell, the boatswain, who lost his arm, did not spare themselves. I have the honor to be, &c.

(Signed) "THOS. USSHER."

Almuñecar castle was, from its position, invaluable to the enemy, as it gave security to their parties sent to raise contributions and rations on that part of the coast, afforded shelter to privateers, and in the hands of the French might have been made impregnable. By evacuating that fortress, and retreating from Salobreña and Motril, they left open the whole line of coast between Malaga and Cape de Gata.

The Hyacinth was refitting at Gibraltar when intelligence arrived of America having declared war against Great Britain. Captain Ussher immediately put to sea, and was fortunate enough to intercept several valuable merchantmen *. During this cruise, he was joined by the Blossom sloop, Captain Edward Reynolds Sibley; and on the same day (Sept. 1, 1812), he had the gratification of learning that the enemy had evacuated Malaga, after blowing up the works of the castle of Gibralfaro. In consequence of this welcome information, the Hyacinth and her consort immediately entered the mole, and were received in the most enthusiastic manner by the inha-

* Which were made Droits of Admiralty.

bitants, who thought they could not sufficiently mark their gratitude to Captain Ussher for having spared their trading and fishing vessels when it was in his power to destroy them*.

In Nov. following, Captain Ussher was appointed by Sir Edward Pellew to the Euryalus frigate; and after acting in the Edinburgh 74, for a short period, we find him proceeding to watch the enemy's fleet at Toulon, on which service he continued under the orders of Captain the Hon. G. G. Waldegrave, until his removal to the Undaunted 48, in Feb. 1813.

On the 18th of the ensuing month, Captain Ussher landed a party of seamen and marines at Carri, to the westward of Marseilles, under the orders of his first Lieutenant, Mr. Aaron Tozer, who gallantly stormed and carried a battery containing 4 long twenty-four-pounders, 1 six-pounder, and a 13-inch mortar (the whole of which he destroyed), and brought out a tartan that had anchored there for protection. The enemy on this occasion were strongly posted behind palisadoes, and stood their ground until the British were in the act of charging bayonets, when they turned and suffered a severe loss. The assailants had only 2 killed and 1 wounded.

Thirteen days after the gallant affair at Carri, the Undaunted's marines assisted at the destruction of two other batteries, mounting 5 thirty-six-pounders, 2 twenty-fours, and 1 mortar; whilst her boats, in conjunction with those of the Volontaire and Redwing, brought out eleven vessels laden with oil, &c. and destroyed three others in consequence of their being aground. The loss of men on both sides has been stated in our memoir of the present Lord Radstock †; and an account of the subsequent proceedings at Morjean will be found under the head of Rear Admiral Moubray, at p. 811 of our first volume; but we have there omitted to state, that Captain Ussher, perceiving that the enemy's vessels were

* Previous to the attack of April 29, 1812, Captain Ussher fitted a fire-boat for the purpose of burning the whole of the shipping; but on considering how much the unfortunate Spaniards had already suffered by the forcible occupation of their town, he humanely resolved not to bring down any fresh suffering upon them.

† See note at p. 194.

fastened to the shore by hawsers from their mast-heads, immediately volunteered his services, pushed in, and received so heavy a fire of musketry from a party of soldiers posted behind high cliffs, that he had scarcely time to get alongside of the first vessel before his gig filled up to the thwarts; but providentially, neither himself nor any of his boat's crew received the slightest injury.

Next day (May 3, 1813), the Undaunted chased a ship into the bay of Marseilles; and Captain Ussher having information that she was valuably laden for the Musée Napoléon, took advantage of a fine breeze, pursued her past the batteries which protected the anchorage, and was only prevented from capturing her by a sudden shift of wind which enabled her to reach the harbour. A brig lying at the entrance of the port then hoisted her colours, and the town batteries commenced a furious cannonade, which was instantly answered by Captain Ussher, who kept up an animated fire, both on them and the shipping in the harbour, until the brig was boarded and brought out by a boat's crew under the command of Lieutenant William Oldrey; when, to the surprise of all on board the frigate, the batteries suddenly ceased firing, and Captain Ussher was suffered to carry off his prize without further molestation *.

On the 7th May, the boats of the Undaunted were sent to attack a French national schooner of the largest class, with a fleet of coasting vessels under her protection. Two of the merchantmen were taken, and several driven on shore; but unfortunately, a squall of wind arose just as Lieutenant Oldrey (the senior officer) was about to board the schooner, and she was thereby enabled to escape, notwithstanding every effort was made again to close with her, that resolute young man continuing the chase as long as the most distant hope re-

* When the Undaunted visited Marseilles, after the abdication of Buonaparte, Captain Ussher requested the Governor to inform him why the batteries so suddenly ceased firing; and was told that, as he had dared to carry off a vessel lying under the muzzles of their guns, he was considered deserving of a better reward than being blown out of the water, and was therefore allowed to depart quietly with his well-earned trophy!

mained of doing so, although his boat had already suffered a severe loss, and he himself was dangerously wounded.

Early in Aug. following, Captain Ussher discovered a number of vessels lying in the mole at Cassis, a place situated midway between Toulon and Marseilles, where they were protected by five heavy batteries, one of which had a wall 25 feet high. The Espoir brig was then in company with the Undaunted, and her commander, the Hon. Robert Cavendish Spencer, having suggested the possibility of carrying the enemy's works by a *coup-de-main*, Captain Ussher left him to blockade the vessels, whilst he proceeded off Cape Sicie, to communicate with Sir Edward Pellew, by whom the Redwing (Captain Sir John Gordon Sinclair), 200 marines, and a detachment of boats, belonging to the Caledonia, Hibernia, Barfleur, and Prince of Wales, were immediately placed at his disposal; the marines to be commanded by Captain Jeremiah Coghlan, R. N. and the boats by Lieutenants Wilson and Gramshaw, of the Caledonia and Hibernia.

Owing to a most unfavorable wind, the attack upon Cassis was unavoidably deferred for several days after Captain Ussher's return from the fleet, and the enemy were thereby afforded sufficient time to strengthen their means of defence. The result of the attack will be seen by the following extracts of Captain Ussher's official report:

"*H. M. S. Undaunted, off Marseilles, Aug.* 18, 1813.

"Sir,—I have the honor to inform you, that the batteries of Cassis have been destroyed, and the vessels, as per margin, brought out of the mole, or burnt *. In justice to the brave officers and men employed on this service, I beg leave to state a few particulars relative to their very meritorious conduct.

"Owing to light winds, the Undaunted could not take up the anchorage that I intended (abreast of the town); therefore, to Captain Coghlan, Sir John Sinclair, and the Hon. Captain Spencer, I am entirely indebted for the success that attended an enterprise, which for gallantry has seldom been surpassed. Four batteries defended the entrance of the bay, and two gun-boats were moored across the entrance of the mole. The citadel battery could only be carried by escalade; but nothing could withstand the

* Two heavy gun-boats, and twenty-four settees and tartans, *taken*; one gun-boat, and one tartan, *destroyed*.

boldness of the gallant marines, led on by Captain Coghlan, who surmounted every obstacle opposed to them (and of whom Captain Coghlan speaks in the highest terms of praise)—they literally drove the French before them at the point of the bayonet, pursuing them through the batteries to the heights that command the town, leaving it entirely at our mercy. The boats, under the direction of Sir John Sinclair, then entered the mole, and in less than two hours brought off the vessels *.

" I feel very greatly indebted to Captain Coghlan, for his able advice, and for the zeal and ability manifested by him; likewise to Sir John Sinclair and the Hon. Captain Spencer, for their perseverance in sweeping their vessels in, under a heavy fire from the batteries, and placing them in the most judicious position to cover the marines, and to which I attribute, in a great degree, our small loss †.

" Lieutenant Tozer, I lament, is most severely wounded; his gallantry I have often noticed ‡. Lieutenant Hunt, of the marines, was the first who entered the citadel battery, by a ladder, under a galling fire; his conduct on this, as on all former occasions, was very gallant §. I have the honor to be, &c. (Signed) " THOS. USSHER."

" *To Sir Edward Pellew, Bart. &c. &c. &c.*"

Previous to the debarkation at Cassis, a general order was issued, directing that if any man was seen to enter a house, under whatever pretence, he was instantly to be shot. Whilst Sir John Sinclair was employed getting the vessels out of the mole, Captain Ussher landed in company with Captain Spencer, and had the satisfaction to find that his wishes were most implicitly complied with, not an article of private property being touched, not any of the houses entered, and not a single peaceable inhabitant molested. This rigid propriety of conduct was afterwards most gratefully acknowledged by a flag of truce, sent off to the Mulgrave 74, the bearer of which told her Cap-

* The re-embarkation of the marines was covered by a party under Captain Spencer, posted at a windmill in the rear of the town; a position chosen by him, and admirably adapted for keeping in check any troops that might have been sent either from Toulon or Marseilles.

† The Redwing and Espoir were placed one at each side of the mole-head, within 50 yards of the town, in order to cover the marines, had any unforeseen circumstance rendered retreat necessary.

‡ The total loss sustained was 4 killed and 16 wounded.

§ The scaling ladder broke before any other person could reach the parapet, and Lieutenant Hunt was consequently left alone to defend himself against the whole of the French soldiers in that battery, until some marines could ascend to his assistance by means of another ladder.

tain (Thomas James Maling) that it would have been impossible for a stranger to have known in the morning that an enemy had ever been in the town, much less that it had been occupied by the British during the whole of the preceding night.

After despatching the Espoir to the fleet, with the marines and boats belonging to the Caledonia, &c. Captain Ussher convoyed his prizes to Minorca, where he received a letter from Sir Edward Pellew, of which the following is a copy:

"*H. M. S. Caledonia, off the Rhone, Aug.* 19, 1813.

"Sir,—I have received your letter of yesterday by the Espoir, stating the particulars of your success at Cassis, and have great pleasure in sending you a copy of a memorandum which I have given out to the fleet on this occasion. I learn with concern, that your first Lieutenant and other brave men are severely wounded, and four killed; but considering the enemy's means of defence, you had reason to expect a heavier loss.

"You have acted very judiciously in proceeding with the Redwing to Mahon, where you will use your own time in making your arrangements; and when replenished, both ships being supplied with rigging, sails, and stores, will return to my flag. The Espoir, which now proceeds to Mahon, will also rejoin me. I am, &c.

(Signed) "ED. PELLEW."

On the 9th Nov. 1813, Captain Ussher reported the capture and destruction of seven French vessels lying in Port Nouvelle, under the protection of several batteries, and a tower 30 feet high, the whole of which were carried in a most gallant manner by a detachment of seamen and marines, under the orders of his first Lieutenant, Joseph Robert Hownam, assisted by Lieutenants Thomas Hastings and George Hurst (of the Undaunted and Guadaloupe), Mr. Alexander Lewis, master of the latter vessel*, and Lieutenant Harry Hunt, who, on this occasion had the honor of commanding 100 marines, lent from the Caledonia, in addition to his own party.

The principal defence of Port Nouvelle was the above-mentioned tower; and a circumstance attended its capture that we cannot pass over in silence.

The Undaunted's boats being always provided with scaling-ladders, the height of the tower was no security to it; but,

* A 16-gun-brig, commanded by Captain Arthur Stow.

owing to the eagerness of the gallant fellows employed on this service, so many men got on the first ladder at once that it broke under their weight, and only two were able to obtain a footing on the wall. These (a boatswain's-mate of the Undaunted, and a marine) were furiously attacked by 40 French soldiers: the sailor was overpowered, and the enemy were dragging him to the oven then lighted for heating shot, when the brave marine fortunately extricated himself, flew to the assistance of his companion, bayoneted two of the Frenchmen, and succeeded in releasing the tar. Notwithstanding their apparently desperate situation, the two Britons now became the assailants; and, incredible as it may appear, their forty opponents not only cried for quarter, but were actually placed in confinement before a single man mounted the second ladder. Speaking of the affair at Port Nouvelle, Captain Ussher says:

"I should be wanting in duty, if I did not express my high sense of the discretion and gallant conduct of the officers and men of the Undaunted, who, in the short time she has been under my command, have taken or destroyed, principally in the boats, seventy of the enemy's vessels, and with comparatively a very small loss. It affords me very great pleasure to state, that only one man was wounded on this occasion."

Captain Ussher was next employed as senior officer of the squadron left by Sir Edward Pellew to watch the enemy's fleet at Toulon, during the severe winter of 1813; and it is scarcely necessary to add, that that important trust could not have been confided to a more zealous and vigilant officer *.

During the night of April 21st, 1814, being then a few leagues to the southward of Marseilles, with the Euryalus frigate in company, Captain Ussher perceived an extraordinary light in the direction of and over that town. Supposing from its brilliancy that the inhabitants were celebrating some joyful event, and having been apprised some days before that a great political change might soon be expected, he immediately stood in shore, under all sail, and at day-light, on the 22d, found himself close to the islands of Pomegue and Iff. The telegraphs, formerly so active on the approach of an enemy, were now apparently deserted; and as the batteries had no colours flying, Captain Ussher approached them with

* See Captain CHARLES NAPIER, C. B.

a flag of truce hoisted at the fore, and the Bourbon standard at the main—his own frigate fully prepared for battle, and the Euryalus ready to come to her assistance, in case she should be roughly handled.

On coming within short range, the Undaunted received a shot from the nearest battery, which struck the main-deck, but did no injury to any of her crew. Considering himself to have been mistaken in his conjectures as to the cause of the illumination, Captain Ussher wore round, hauled down the flag of truce and the Bourbon standard, and was in the act of making sail to rejoin his consort, when a second gun was fired. This insulting conduct he felt himself justified in punishing. The Undaunted accordingly tacked, stood in within point-blank range, discharged her broadside, and soon obliged the Frenchmen to desert their guns. Captain Ussher then proceeded towards the next battery, and was about to open his fire when he observed a flag of truce coming out of the harbour. On the boat arriving alongside, he found that the mayor and civil authorities of Marseilles had come off to inform him of the abdication of Napoleon Buonaparte, and the formation of a provisional government in the absence of the Bourbons: they also expressed their indignation at the conduct of the soldiers in the battery, and apologized for it; but this he assured them was unnecessary—for, although nothing could justify an outrage so contrary to the usages of war, he considered them sufficiently punished by the chastisement they had received. Captain Ussher then congratulated the deputation on the happy change that had taken place, and told them that he would anchor H. M. ships under the walls of the town, as a proof of his confidence in the loyalty of the inhabitants. The Euryalus was instantly recalled, and both frigates soon afterwards brought up at the entrance of the harbour.

On landing at Marseilles, Captains Ussher and Napier were received in the most enthusiastic manner by the populace, the air resounding with cries of "*Vivent les Anglois!*" a circumstance which so provoked Marshal Massena, the commander-in-chief at Toulon, that he sent the governor a severe

reprimand, threatened to supersede him if they were not immediately ordered away, and also to march several thousand men against the inhabitants in case of their evincing a spirit of insubordination. At this moment Colonel (now Sir Neil) Campbell arrived, and made the following communication to Captain Ussher:

"*At the house of General Dremy*, 4 *P. M.*

"Sir,—I have the honor to acquaint you of my arrival here from Paris, with communications which regard the officer in command of H. Britannic Majesty's ships on this station.

"Being lately wounded, and much fatigued, as well as from other circumstances, I trust you will excuse my not waiting upon you—nor does the bearer know where I can have that honor. May I therefore request the honor of seeing you as soon as it is consistent with your convenience, in order that I may have the honor of stating to you the nature of the mission with which H. Majesty's minister, Lord Viscount Castlereagh, has charged me. I have the honor to be, Sir, your most obedient servant,

(Signed) "NEIL CAMPBELL,
Col. attached to the British Embassy at the Court of St. Petersburgh."

Captain Ussher (then sojourning at the hôtel de Ville) immediately waited upon Colonel Campbell, and found that he was required to assist in conveying Napoleon Buonaparte from the shores of France to Elba. He accordingly left the Euryalus at Marseilles, and proceeded himself to Frejus, the appointed place of embarkation, where he arrived and was introduced to the fallen chief, on the 23d April.

"While preparing to embark," says Captain Brenton*, "the Dryad, a French frigate, arrived. Captain Moncabret waited on Napoleon, supposing the Emperor would prefer his ship for the voyage; but Napoleon informed him that he chose to go in the Undaunted. The French captain put to sea immediately after this mortifying decision; and it was arranged that Napoleon should embark on the following day: but being indisposed in the forenoon, he ordered his carriage at seven o'clock" (April 28th), "at which hour he quitted his hotel, accompanied by Captain Ussher, Count Bertrand, and Baron Koëler. The Russian and Prussian envoys, and Colonel Campbell, followed in their own carriages. It was a bright moonlight night: the scene was solemnly grand, and deeply interesting; a regiment of cavalry was drawn up on the beach. When the carriage stopped, the bugles sounded, and Napoleon, stepping out, embraced his friends;

* See *Nav. Hist.* Vol. V. p. 154 *et seq.*

then took the arm of Captain Ussher, and entered the barge of the Undaunted. * * * * * *

"During the voyage, Napoleon spent the greater part of the day on deck, and was not the least sea-sick; he looked at the coast of Corsica with intense interest through a telescope, and related many anecdotes of his former days. * * * * * *

"Passing the island of Capraja, famous for its anchovy fishery, a deputation came off, requesting the Captain would take possession of the island, which he did. Napoleon talked with the deputies, who were greatly surprised to find him on board an English ship of war.

"Elba appearing in sight, the Emperor enquired what colours were flying on the batteries. When within four or five miles of the harbour of Porto Ferrajo, Colonel Campbell, and Lieutenant Hastings, then first of the Undaunted, with the foreign ministers, went on shore as commissioners to take possession of the island, and make the proper arrangements for receiving its future sovereign.

"On the 30th April, about eight o'clock in the evening, the frigate anchored at the harbour's mouth. A deputation of the inhabitants waited on their Emperor; he was on deck, at his usual hour, and indefatigably inquisitive. At seven A. M. the Undaunted weighed, and ran into the harbour, anchoring abreast of the town. After breakfast, Napoleon requested Captain Ussher to cause two flags to be made by the ship's tailors; they were to be white, with a" *diagonal* " red stripe—on the stripe three bees, as the arms of the Emperor. One of the flags was hoisted at one P. M., and saluted by the Undaunted, and a French corvette lying in the harbour. At two, on the 3d of May, Napoleon landed, and took upon himself the government of the island. * * * * * *

"Having completed his arrangements, Captain Ussher demanded an audience of leave. The Emperor was grieved at the thoughts of losing the Undaunted and her captain, and used every argument to induce him to prolong his stay, but in vain. When he took leave the Emperor was visibly affected; the attentions and kindness which he had received from that excellent officer, had evidently wrought a change in the sentiments of Napoleon in favor of England. Captain Ussher rightly conceived that the duties of hospitality demanded of him every soothing act which could tend to alleviate the afflictions of a conquered enemy, and of fallen grandeur."

Captain Ussher remained at Elba until the English transports which conveyed Napoleon's troops, horses, carriages, baggage, &c. were cleared and sent back to Genoa, when he sailed for the same place, and on his arrival found himself appointed to the Duncan 74, in which ship he returned to England at the breaking up of the war establishment on the Mediterranean station.

The high sense his late commander-in-chief entertained of

Captain Ussher's conduct whilst employed on the above delicate and important service will be seen by the subjoined copy of a letter which he received from Lord Exmouth, when applying to be remunerated for the extraordinary expenses to which he was thereby subjected, but which reimbursement he did not for some time obtain.

"*Exeter, 3d October,* 1814.

"My dear Ussher,—Your letter reached Teignmouth in my absence, for a short visit, or it should, as it deserves, have met earlier attention from me. I am sorry to hear from you, that their lordships have hitherto been unpropitious to your just demand for remuneration for your expense and trouble in receiving the ci-devant Emperor Buonaparte on the coast of France, and landing him on the island of Elba; it is, I am sure, owing to some defect in your representation, or to some miscomprehension on the subject, that their lordships hold back what is established by their own regulations in the like cases; and it is the more severe on you, who in the execution of your duty, and in strict compliance with Lord Castlereagh's letter, paid all the attention that was due to such a requisition, presented by an officer of rank and consequence, having distinctly the charge of Buonaparte's person, under the sanction of all the allied powers, as well as that of his Majesty's minister on the spot. Nothing short of the promptitude of your own active mind, prevented your having from me a regular order to embark that personage, in consequence of Colonel Campbell's requisition to me for that purpose by Lord Castlereagh's authority, which would have entitled you to the usual allowance; and I have no hesitation in giving my opinion that you are fully entitled to expect remuneration for that delicate service, in the conducting of which no officer could have succeeded better, or have observed more rigid propriety. It appears to me you have not only a claim on your own government, but that you ought to be remunerated by the allied sovereigns, and all Europe, for so promptly and readily getting the vile usurper of legitimate thrones out of France, where any change of public opinion might have brought him back in a moment. I know that you were put to considerable expence, and much greater trouble; and I was glad to hear you contradict a report very prevalent on my landing, that Buonaparte had made you great returns in wines and other articles of value. I am very ready to give my sentiments to their lordships if desired, or you are at liberty to make use of those I send you. Your merit as an officer stands highly distinguished; but no where can it be more highly valued and respected than by, my dear Ussher, your very faithfully attached, and most sincere friend,

(Signed) "EXMOUTH."

Captain Ussher was nominated a C. B. in June, 1815.

Agent.—Sir Francis M. Ommanney.

ROWLAND BEVAN, Esq.

WAS second Lieutenant of the Brunswick 74, commanded by Captain John Harvey, in the great battle of June 1, 1794; on which memorable day that ship had no less than 44 persons killed and 114 wounded. Her damages were as follow :—

Mizen-mast and fore-top-gallant-mast shot away; bowsprit cut two-thirds through (near the gammoning); fore and main lower-masts greatly crippled; all the yards shattered; sails and rigging cut to pieces; eight lower-deck ports unhinged; starboard quarter-gallery displaced; cat-head, together with the best-bower, spare, and stream-anchors torn away (when swinging clear of her opponent, le Vengeur 74); and 23 guns dismounted *.

The subject of this brief sketch was wounded in the above battle, and shortly afterwards promoted. His post commission bears date June 10, 1808; and he obtained the out-pension of Greenwich Hospital, May 2, 1810.

WILLIAM WARD, Esq.

THIS officer's gallant conduct, as senior Lieutenant of the Pique frigate, at the capture of two French national brigs, for which service he obtained the rank of Commander (July 23, 1806), is noticed at p. 736 of Vol. II. Part II. His post commission bears date June 10, 1808.

Agents.—Messrs. Stilwell.

SIR SAMUEL JOHN BROOKE-PECHELL, BART.

A Companion of the Most Honorable Military Order of the Bath.

THE Pechells were, for a series of generations, established at Montauban, in the province of Languedoc. Their ancestor, Jean Horace Pechel, appears to have been appointed *Conseiller à la Chambre de l'Edit*, and *Maitre des Requestes*

* The Brunswick's proceedings between May 29 and June 12, 1794, are fully detailed in the Naval Chronicle, Vol. iii. pp. 252—257. Captain Harvey's gallantry and patriotism have been noticed at p. 613 of our first volume.

ordinaires du Roi en son Hotel, by a patent, still extant, dated July 6, 1579, and signed by *Henri IV.*

Samuel, great grandson of Jean Horace Pechel, found an asylum in Ireland, after the revocation of the edict of Nantz, and obtained a pension from King William, together with a commission in the regiment commanded by Marshal Schomberg *.

The subject of this memoir is the eldest surviving son of the late Major-General Sir Thomas Brooke-Pechell, Bart., M. P. for Downton, in Wiltshire, and a Gentleman of the Privy Chamber to her late Majesty, Queen Charlotte (great grandson of Mons. Samuel Pechel); by Charlotte, second daughter of Lieutenant-General Sir John Clavering, K. B., commander-in-chief in India †; and grand-daughter of John, first Earl of Delawarr ‡.

Mr. SAMUEL JOHN PECHELL was born Sept. 1, 1785. He

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* A detail of the sufferings endured by Mons. Pechel, previous to his reaching Ireland, will be found in *l'Histoire de la Revocation de l'Edict de Nantes.*

† Sir John Clavering, K. B., was sent out to India during the government of Mr. Warren Hastings. He died at Calcutta.

‡ In 1609, Thomas West, *Lord* Delawarr, was constituted Captain-General of all the colonies then planted or about to be established in Virginia, which province, at that period, contained a much larger tract of country than at present. He went thither the same year, and soon after laid the foundation of Charlestown. His lordship afterwards published "A short relation touching his unexpected return home," which is still to be found in the British Museum.

John West, second *Earl* Delawarr, a Lieutenant-General in the army, and sometime Master of the Horse to Queen Charlotte, when about to quit the royal household, wrote a poetical farewell to the maids of honor, of which the following is the first stanza:

"Ye maids, who Britain's court bedeck,
"Miss Wrottesley, Tyron, Beauclerc, Keck,
"Miss Meadows and Boscawen!
"A dismal tale I have to tell,
"This is to bid you all farewell,—
"Farewell, for I am going."

N. B. The river Delaware, in North America, derives its appellation from the above Thomas, Lord Delawarr, who fell a martyr to his noble undertakings.

entered the royal navy under the protection of his maternal uncle, the late gallant and worthy Admiral Sir John Borlase Warren, Bart. G. C. B. *, with whom he served in la Pomone frigate, from July 19, 1796, till Aug. 1797; at which latter period he was removed to the Phœbe 44, commanded by Captain (now Sir Robert) Barlow, whom he afterwards accompanied into the Triumph 74, and continued with until appointed a Lieutenant of the Active frigate, Feb. 28, 1803. This appointment was confirmed by the Admiralty, on the first of April following.

Whilst in la Pomone, Mr. Pechell saw much active service on the enemy's coast; and in the Phœbe he assisted at the capture of two French frigates (la Nereide and l'Africaine), one large corvette, three privateers, and a letter of marque; carrying altogether 170 guns and 1780 men †.

In 1806, Lieutenant Pechell left the Active to join his uncle's flag-ship, the Foudroyant 80, in which he was present at the capture of Rear-Admiral Linois, an event noticed at p. 436 of our first volume. His advancement to the rank of Commander took place about Mar. 1807, and on that occasion he was appointed to the Ferret sloop of war, on the Jamaica station. From thence he proceeded to Halifax, where he was promoted by Sir J. B. Warren into the Cleopatra frigate, mounting 26 long 12-pounders, 2 nines, and 10

* The important services rendered to his country by Sir John B. Warren, are too well known to require repetition. He possessed the sincerity of a seaman, without any of the roughness of the old school; and displayed the elegance of a man of fashion, without dissipation or duplicity. To strangers he had sometimes the appearance of a distant reserve; to his friends his manner was open and impressive. He felt the honest ambition that impels the brave, without the parade or boast of vanity: he commanded without asperity; and gained obedience and respect, without the appearance of terror: his courage proceeded from an improved mind, and was consequently uniform; his principles were founded on the basis of Christian faith, and were therefore stedfast. He died, whilst on a visit to Sir Richard G. Keats, at the Royal Hospital, Greenwich, Feb. 27, 1822. A memoir of this excellent officer appeared in the "Annual Biography and Obituary for 1823."

† See Vol. II. Part I. p. 46 *et seq.*

twenty-four-pounder carronades, with a complement of 202 men.

Captain Pechell's post commission bears date June 16, 1808. We next find him employed blockading Basse Terre, Guadaloupe; and, on the 23d Jan. 1809, displaying very great gallantry in an action with a French frigate of the largest class, which had anchored under the protection of a battery to the southward of Point Noire, where she was secured with springs on her cable, and hawsers made fast to the shore.

The action commenced within half-musket shot, and continued for 40 minutes before the Cleopatra's consorts (the Jason frigate, and Hazard sloop) could arrive to her assistance, when the enemy immediately surrendered, and proved to be the Topaze of 48 guns (long 18-pounders on the main-deck) and 330 men; having on board 1100 barrels of flour, and 100 troops originally intended as a reinforcement for the garrison of Cayenne.

The loss sustained by the Cleopatra was only 2 killed and 1 wounded, whereas the Topaze had 12 slain and 14 wounded. Many Frenchmen likewise lost their lives after the action, one-third of them having jumped overboard the moment her colours were hauled down; but the exact number that perished when attempting to reach the shore could not be ascertained. The following is an extract of Sir Alexander Cochrane's official letter to the Admiralty, reporting the capture of that frigate:

"Captain Pechell placed his ship in a situation to attack with advantage, and in such a manner as did credit to his intrepidity and judgment; it evinced also the high state of discipline and steadiness of his crew."

In addition to this public testimony, Sir Alexander Cochrane offered Captain Pechell the command of the prize, as a token of his approbation; saying to him at the same time, "As you have won her, you shall wear her." The high opinion entertained by the Admiralty of the Cleopatra's action was marked by the subsequent promotion of her first Lieutenant, Mr. William Simpson.

A few days after this exploit, Captain Pechell, although still belonging to the Halifax squadron, joined the expedition

then proceeding against Martinique, during the siege of which island he again distinguished himself by working into Fort Royal bay, previous to the surrender of Pigeon island; thereby cutting off the retreat of the enemy, and compelling them to destroy all the shipping at that anchorage; among which was the Amphitrite, another frigate of the largest class *.

His next appointment was about Oct. 1810, to the Guerriere of 48 guns, on the Halifax station; from which ship he returned to the Cleopatra, in July 1811. He was subsequently employed off Cherbourgh, in the North Sea, and at Gibraltar. During his continuance on the latter station, he made an exact survey of the harbour of Ceuta, and drew up a plan of the fortifications, together with remarks on the navigation of the Gut.

In Dec. 1812, Captain Pechell was appointed to the St. Domingo 74, then bearing the flag of his uncle, on the North American station. A brilliant exploit performed by the boats of that ship and her consorts, in the Rappahannock river, April 3, 1813, is thus described by his first Lieutenant, who had followed him from the Cleopatra:

"Sir,—In pursuance of orders to proceed with the boats of the squadron you did me the honor to place under my command, and attack the enemy's vessels at the mouth of the Rappahannock, I have to inform you, that, after rowing 15 miles, I found they were four armed schooners drawn up in a line a-head, apparently determined to give us a warm reception. Notwithstanding their formidable appearance, and the advantage they would necessarily derive from mutual support, I determined to attack them; the issue of which is such as might have been expected from the brave men you allowed me the honor to command, viz.

"The Arab, of 7 guns and 45 men, run on shore and boarded by two boats of the Marlborough, under Lieutenants (George C.) Urmston and (James) Scott.

"Lynx, 6 guns and 40 men, hauled her colours down on my going alongside in the St. Domingo's pinnace.

"Racer, 6 guns and 36 men, boarded and carried, after a sharp resistance, by the St. Domingo's pinnace.

"Dolphin, 12 guns and 98 men. The guns of the Racer were turned upon her, and she was then gallantly boarded by Lieutenant Bishop, in the Statira's large cutter, and Lieutenant (Matthew) Liddon, in the Maidstone's launch.

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* A description of Pigeon island will be found in Vol. I. p. 710.

"It would be an act of injustice to all those officers and men, were I not to bear testimony to their gallant and intrepid conduct; it was such as to merit the highest encomium. I herewith enclose a list of the killed and wounded *, and have the honor to be, &c.

(Signed) "JAMES POLKINGHORNE."

"*The Right Hon. Sir John B. Warren, Bart. K. B. &c. &c.*"

The prizes were very fine vessels, and of large dimensions for schooners, each measuring from 200 to 225 tons. The Racer and Lynx, under the names of Shelburne and Musquedobit, were afterwards 14-gun schooners in the British service. It is almost needless to say that Captain Pechell's first Lieutenant was subsequently made a Commander for his very dashing conduct.

In the same year we find Captain Pechell very actively employed under the immediate orders of Rear-Admiral Cockburn, particularly at the attack on Craney Island, and the destruction of the enemy's camp at Hampton; on which latter occasion he commanded the boats and tenders detached to cover the landing of the troops under Sir Sydney Beckwith †. The St. Domingo returned to England in June 1814.

Captain Pechell was nominated a C. B., June 4, 1815, as a reward for his meritorious services; and appointed to the Sybille frigate, fitting for the Mediterranean, July 1, 1823. In Oct. following he proceeded thither, and was most actively employed in the suppression of piracy, and protecting the Ionian islands, for a period of three years, during which his boats were frequently in action. The following are copies of his official letters to Vice-Admiral Sir Harry Neale, Bart., G. C. B., reporting the capture and destruction of several daring marauders:

"*H. M. S. Sybille, Gulf of Napoli de Romania, 5 Oct.* 1824.

"Sir,—I have the honor to inform you, that I received directions from their lordships to seize and detain all armed vessels sailing under the Greek flag, and to conform myself in all particulars relative to the naval service contained in the enclosed despatch from Earl Bathurst to the Lord High Commissioner.

"His Excellency was of opinion, that in consequence of the recall of the proclamation of the 27th May, by the provisional government of Greece,

* 2 killed and 11 wounded: the enemy had 5 slain and 11 wounded, one of whom mortally.

† See Vol. I. p. 524.

extremities might yet be avoided, and requested me first to be the bearer of a letter, in which he pointed out the necessity of making reparation on the points contained therein; and having delivered his Excellency's letter, together with one from myself recapitulating the points upon which they had the alternative of making reparation to his Majesty, or of the seizure and detention of all armed vessels under the Greek flag, and finding my efforts were of no avail, I directed Lieutenant (Edward) Gordon to proceed with the boats of this ship, and capture the armed schooners which were then moored under the batteries of that fortress; and when I consider the strength of this important place, and the state of preparation it is constantly kept in, being the seat of the provisional government of Greece, and the reef of rocks behind which these vessels were lying, protected and flanked by numerous batteries on the line walls and the island, which were all manned, too much praise cannot be given to Lieutenant Gordon, and those under his command, for the very prompt and decided manner, by which he succeeded in boarding the three schooners named in the margin *, and bringing them out under the guns of the Sybille; and I therefore trust you will recommend Lieutenant Gordon to the favorable consideration of their lordships. The schooners were full of armed men; but I am happy to say, that owing to the judicious arrangements made by Lieutenant Gordon, no accident occurred on our side, though many lives were lost on the other; the schooners are now on their way to Zante, for the disposal of his Excellency the Lord High Commissioner, and I shall return to Corfu to land the prisoners."

"*H. M. S. Sybille, Catacolo, west coast of Morea, 9 Oct.* 1825.

"Sir,—I have the honor to inform you, that upon receiving intelligence from the resident of H. E. the Lord High Commissioner, at Zante, that a pirate mistico under Greek colours had been committing depredations upon Ionian vessels, and had captured two, one of which was rescued by the crew and brought to that place, I proceeded in H. M. ship under my command, with the Medina, in quest of her, and found her at anchor with her prize in the cove of Catacolo. I immedately anchored the Sybille in such a position as would afford protection to the boats, and directed Captain (Timothy) Curtis, in the Medina, to anchor so as to prevent the possibility of her escape into either of the rivers; the boats of the two ships then advanced to attack her, but found her moored in such a position as to prevent their approach except by a very circuitous, narrow, and intricate channel; and as the hills which surrounded and commanded the cove were covered with armed men, I hesitated for some time before I could make up my mind to allow their going on: but nothing could resist the gallantry and order with which the boats approached and boarded her; and such was

* Polyxenes of 8 guns, pierced for 12, with a crew of 69 men; San Nicolo, 10 guns, pierced for 14, and 73 men; and Bella Poula, of 8 guns and 37 men.

the rapidity with which this service was executed, that notwithstanding the formidable position of these desperate men, we have been fortunate in not sustaining any loss; but from the confusion which ensued I should imagine they must have suffered greatly, as only one of her crew was afterwards forthcoming.

"I had upon a former occasion to report to you the gallantry with which Lieutenant Gordon captured the three Greek schooners at Napoli de Romania, and his subsequent conduct enables me to repeat all I then said of him: the judgment he shewed, and the celerity with which he boarded and carried this vessel, were such as to excite universal admiration: he speaks in the highest terms of the support he received from Mr. James Inglis, Admiralty Mate, in the launch (who has served nearly 16 years), as well as of all the officers and men under his command.

"The capture of this vessel is a source of infinite gratification to me, as she had hitherto eluded all our endeavours to catch her, belonging chiefly to persons upon the coast, who having in these times no means of subsisting, club together for the equipment of vessels of this description, and live by the plunder they obtain, always ready to afford each other protection; and as the coast is so difficult of access, particularly the entrance of rivers in which these vessels are harboured, it is quite impossible to get at them without landing an armed force in the midst of a hostile population, united in their mutual defence. I have given up the Ionian vessel, her prize, to the civil authorities at Zante, and have sent the mistico to Corfu."

"*H. M. S. Sybille, off Gozo di Candia*, 19 *June*, 1826.

"I have the honor to inform you, that I proceeded to Alexandria, in pursuance of your directions, where I learnt from Mr. Salt, H. M. consul general, that a most atrocious piracy had been committed off the island of Gozo di Candia, upon two brigs bound to Alexandria, one a Maltese, the other a Sardinian, the cargoes of which belonged to British merchants: there were also circumstances attending this piracy of such enormity, that I conceived no time should be lost in proceeding to that place, although the sloop you intended to send had not joined me.

"I arrived off Gozo on the 17th inst., and ascertained that the misticoes were no longer there, or any armed vessel, but we saw two or three caicques hauled up on the beach, which I thought should be destroyed, as there was too much reason to believe the inhabitants had largely participated in the piracy. The boats were sent from the ship under the command of Lieutenent Gordon with orders to burn them; but the wind became so strong as to prevent the possibility of their pulling to windward, and I did not consider the destruction of those unarmed vessels of sufficient consequence to risk the safety of the ship, as a very extensive reef runs off the N.W. point upon which they were hauled up: I therefore recalled the boats.

"It however occured to me that as Gozo possessed no harbour capable of concealing the pirates, it was probable they had availed themselves of some

inlet on the coast of Candia in that neighbourhood, which determined me to run close along shore in the day time and examine it; accordingly, the following morning (rounding Cape Metalla) two misticoes were observed under sail standing towards us; we hauled up in chase, when one of them ran behind a point, which proved to be an island; the other, finding she could not gain the anchorage without risk of capture, bore up and ran to leeward.

As we approached I made out at least two hundred armed persons on the island where I supposed was a populous village, but ascertained from the mate of a Greek schooner which came out, that the armed persons we saw were the crews of four misticoes, who were committing depredations upon the Turkish villages on the coast of Candia, and were not provided with commissions from the Greek government: he described their position as too strong to be attacked with boats unsupported by the ship, and their determination to defend the vessels to the last extremity; considering therefore how important it was to destroy such an organized band of pirates, who professedly subsisted by plunder, I sent the master, with the first lieutenant, in the barge, to sound and ascertain if it was possible for me to place the ship so as to attack them; and by his report I found there was sufficient depth of water, though not room to swing in the event of a change of wind, or to get out again without warping; but as the weather was particularly fine, and the breeze along shore, I conceived something might be done by risking a little; and feeling anxious to put a stop to their piratical depredations upon our merchant vessels, and that I could not with propriety leave them in quiet possession of such a port, where it would be impossible to watch or blockade them, I decided upon taking the ship in, and she was rounded to inside the eastern point of the island, and to windward of the round rock which lies a cable's length from it, the anchor let go in 16 fathoms, with a spring on the cable. It was hardly down when we observed that one of the misticoes intended to escape by the weather channel; and Lieutenant Gordon in the barge gallantly dashed forward to board her, followed by Lieutenant (Elisha William) Tupper in the launch, and Mr. John Pyne (Admiralty Mate) in the yawl, supported by the two cutters and jolly boat, commanded by Messrs. Forbes, Knox *, and Hamilton, (Midshipmen,) Lieutenant Brown, R. M., was in one of the former, on his way from the Greek schooner which he had had charge of, to join Lieutenant Gordon in the barge: the mistico could not contend against such determined gallantry, and Lieutenant Gordon succeeded in boarding, and carried her, in the execution of which he received three very severe wounds; but so destructive was the fire from behind the stone walls which the pirates had thrown up for their protection, that only one man in the barge escaped, so that it was quite impossible to keep possession of her. Lieu-

* Mr. James Maxwell Knox was killed.

tenant Tupper was also very severely wounded * at the same time, and the boats suffered so materially as to oblige them to retreat under cover of our guns, which kept up a heavy and well-directed fire on the island and misticoes. Having dislodged a strong party of the pirates who had taken a position behind the rocks and stone breast-works on the island, from whence for a little time they kept up a brisk fire of musketry upon the ship, having also sunk two of the misticoes, and effectually crippled and disabled the others in their masts and yards (their hulls being protected by a projecting rocky point), and perceiving that the effect of our fire had been so destructive to the pirates, whose dead bodies and muskets were every where strewed among the rocks, I conceived that nothing more could be done; we therefore weighed and made sail, having previously saved a marine (who had been left in the abandoned mistico) by means of the Greek schooner's boat, which I had detained on board during the action.

"I regret that in the execution of this service our loss has been so severe; but the discovery and destruction of these freebooters, who appear (from the strong works they had thrown up) to have been long established upon the island, has for some time at least made the navigation of this part of the Mediterranean safe; and though I lament the loss of so many brave men, I should not have felt that I had done my duty if an attempt had not been made to destroy them.

"It is utterly impossible to express my admiration of the gallantry and determined bravery evinced by Lieutenant Gordon and the officers and men placed under his command; and as I have upon two other occasions where that officer has rendered important services to his country, recommended him to your protection, I trust that his conduct upon this, as well as the severe wounds he has received, will induce their Lordships to consider him deserving of promotion; as also Mr. John Pyne, Admiralty Mate, who commanded the yawl, and has passed nine years. I subjoin a list of killed and wounded †, and a copy of the depositions I received from the consul-general at Alexandria. I am, Sir, your obedient servant,

(Signed) "S. J. PECHELL."

"*To Sir Harry Neale, Bart. G. C. B. &c. &c.*"

We should here observe, that in consequence of Captain Pechell's former recommendation, Lieutenant Gordon was promoted by the Admiralty *fifteen days previous to the sanguinary affair at Candia*, on which occasion he appears to have been most desperately wounded, two balls having passed through, and a third lodged in his body.

The Sybille subsequently visited Rhodes, the S. W. part of

* Lieutenant Tupper died of his wounds.

† Total—12 killed, 5 mortally, 15 (including Messrs. William Edmonstone and Robert Shaw Lees, midshipmen) severely, and 9 slightly wounded.

the coast of Caramania, Cyprus, Alexandria, and the coast of Syria; after which she returned along the southern part of the Archipelago to Malta. Whilst on the Mediterranean station, Captain Pechell received several highly gratifying letters, of which the following are copies:

"*Revenge, Naples, 5th Nov.* 1824.

"Sir,—I have received by the Otranto mail the duplicates of your despatches informing me of the Lord High Commissioner having requested you to abstain from farther hostilities against the Greek flag, in consequence of his having obtained from the Greek government the satisfaction which was demanded on the three subjects of complaint specifically stated in the instructions from Lord Bathurst, of which you received a copy.

"I congratulate you on a result which is to be attributed to your judicious exertions.

"I am also sensible of the gallant conduct of Lieutenant Gordon, and the officers and men employed in the capture of the three schooners; and I have recommended Lieutenant Gordon in a particular manner to the notice of the Lords Commissioners of the Admiralty. I am, &c.

(Signed) "H. NEALE, Vice-Admiral."

"*To Captain Pechell, C. B.*"

"*Revenge, Malta, 3d March*, 1825.

"Sir,—I have great pleasure in communicating to you a copy of a letter which I have received from the Secretary of the Admiralty, enclosing a copy of one from Mr. Wilmot Horton, expressive of the sense entertained by Earl Bathurst of the judgment, firmness, and promptitude with which you discharged the delicate and important duties entrusted to you in the late discussions with the Greek Government; the Secretary of the Admiralty expressing, at the same time, their Lordships' concurrence in the sentiments of Earl Bathurst. I am, &c.

(Signed) "H. NEALE, Vice-Admiral."

"*To Captain Pechell, C. B., Sybille.*"

"*Admiralty-Office, 8th January*, 1825.

"Sir,—Having laid before my Lords Commissioners of the Admiralty a letter from Mr. Wilmot Horton, expressing the sense which Earl Bathurst entertains of the judgment, firmness, and promptitude with which Captain Pechell, of his Majesty's ship Sybille, has discharged the delicate and important duty confided to him in regard to the late discussions with the Greek government; I am commanded by my Lords to transmit to you a copy of the said letter; and I am, at the same time, to express their Lordships' concurrence in the opinion of his Majesty's Secretary of State. I am, &c. (Signed) "J. W. CROKER."

"*Vice-Admiral Sir Harry Neale, Bart. C. B.*"

" *Downing-Street, 31st Dec.* 1824.

" Sir,—Having laid before the Earl Bathurst your letter of the 27th instant, enclosing copies of a despatch and its enclosures from Vice-Admiral Sir Harry Neale, containing an account of the adjustment of the points which were in discussion with the Greek government, and reporting the consequent release of the Greek vessels detained by his Majesty's ship Sybille; I am directed by his Lordship to request that you will express to the Lords Commissioners of the Admiralty the sense which his Lordship entertains of the judgment, firmness, and promptitude with which Captain Pechell has discharged the delicate and important duty confided to him. I have the honor to be, &c.

(Signed) " R. W. HORTON."

" *J. W. Croker Esq.*"

" *Revenge, Malta, 3d Aug.* 1826.

" Sir,—The Lords Commissioners of the Admiralty having ordered your immediate return to England, I shall no longer have the advantage of being seconded by your zealous and able services, which have on every occasion afforded me the utmost satisfaction, and I cannot help expressing my concern at your departure.

" It is also my wish to use the strongest terms in assuring you of the satisfaction with which I have observed the high state of discipline and remarkable efficiency of the Sybille, in all respects, but very particularly in that of the gunnery, to the perfecting of which your exertions have been so successfully applied.

" The state of the Sybille has, therefore, reflected great honor upon yourself and your officers and ship's company, and has afforded an excellent example to the whole squadron. I am, &c.

(Signed) " H. NEALE, Vice-Admiral."

" *To Captain Sir S. John Pechell, Bart., C. B.*"

On the demise of Sir T. Brooke-Pechell, June 17, 1826, the subject of this memoir took the additional surname of *Brooke*, in conformity to the will of his grandmother, Mary, only daughter and heiress of Thomas Brooke, of Pagglesham, co. Essex, Esq.

Sir S. John Brooke-Pechell is the author of two very useful little pamphlets, entitled " Observations upon the Fitting of Guns on board his Majesty's Ships ;" from one of which we extract the following copy of a letter addressed to the commander-in-chief at Portsmouth, June 10, 1814:

" SIR,—Having witnessed the practice of the San Domingo's crew at their guns, and their general dexterity at hitting marks, from the guidance and instructions so ably exhibited by Captain S. J. Pechell in his theoretical and practical remarks (founded principally on those of Sir P. V. Broke),

we are of opinion, that Captain Pechell's plan of exercise, so as to resemble the roll of a ship by means of a spar in the muzzle of the gun, is excellent, by keeping a regular motion until the man aiming has the object exactly on; and with such accuracy were two shots fired by the captains of the guns from a 12-pounder on the after part of the quarter-deck, that a stave, the size of a *spunge-head*, fixed on a staff from the fore-rigging, was struck off both times. Captain Pechell has also great merit in having accomplished the depressing the guns and carronades, as much as the ports will admit, by means of chocks, described in this book. And also by ascertaining, with the greatest precision, the elevation and depression necessary; having the segment of a circle in front of the wheel with a plumb-line, each gun being previously laid by a spirit level, and having its scale of degrees.

"The sights fitted on the guns are as *accurate* as *simple*, and most convenient from being constructed so as to lay flat, and out of the way of the ropes when not actually in use. The disparting the carronades, as described in Captain Pechell's plan (which is entirely his own) appears to be the only accurate method. Our zeal for the public service will, we are confident, sufficiently apologize for addressing you on this subject, and we have the honor to be, &c.

"Signed by E. J. FOOTE, Rear-Admiral of the White,
W. T. LAKE, Capt. H. M. S. Magnificent,
JOHN HALLIDAY, - - Tigre,
B. W. PAGE, - - - Puissant,
G. FOWKE - - - Prince."

"*To Admiral Sir R. Bickerton, Bart., &c. &c. &c.*"

On the 28th of the same month, Captain Pechell had the gratification of receiving a letter from Sir Richard Bickerton, worded as follows:

"Sir,—Having transmitted to the Lords Commissioners of the Admiralty a letter addressed to me by Rear-Admiral Foote, and the Captains Lake, Halliday, Page, and Fowke, reporting their favorable opinion of the method adopted by you in training the crew of the St. Domingo at the exercise of the great guns, by means of which the seamen appear to have attained a very unusual degree of proficiency and dexterity in firing at a mark, their Lordships have been pleased to direct me to express to you their approbation of your attention to this important object, and have, at the same time, transmitted to me for your information copies of reports from the Ordnance, to whom your plan was referred relative thereto. I am, &c.

(Signed) "R. BICKERTON."

"*Captain Pechell, St Domingo.*"

The subjoined paragraph on the same important subject, is taken from the "*Hampshire Telegraph.*"

"In announcing the arrival of H. M. S. *Sybille,* Captain Sir S. John Pechell, Bart. from the Mediterranean, we have much satisfaction in alluding to the high state of perfection to which *naval gunnery* has been carried, both in that ship and in his Majesty's ship *Naiad,* Capt. the Hon. R. C. Spencer, lately from the same station, between which two vessels there has always existed an honorable rivalry, highly creditable to the officers of both ships; and it is with great satisfaction we learn, that during the trials of skill which they have had together, under very competent judges, no artillery on shore could exceed their accuracy and precision. It must be gratifying to the lovers of our country and of our *country's bulwarks* to know, that in these 'piping times of peace,' zealous and scientific officers are found, who, during a short period of command, and with scarcely the possibility of ever bringing their superior gunnery into play against an enemy, or of its ever being known beyond the limits of their ships, spare no pains nor exertions to excel in a department of such vital importance, which has hitherto been much neglected, and which still appears to many in command, not worth the trouble, if it could be attained, during a triennial service. Probably we may be permitted to recommend young officers to make themselves familiar with the detail of discipline and internal economy, as well as gunnery, of these two well-organized ships, which we can safely say, from every thing that has come to our knowledge, have never been exceeded in the best periods of our naval annals; and this too has been attained by a system of leniency and indulgence to the men, which is usually considered incompatible with the high condition in which those best acquainted with their order allow them to excel."

Previous to the Sybille being paid off, in Nov. 1826, she was inspected by Sir George Martin, then commander-in-chief at Portsmouth, attended by several officers; and her men were practised at firing with shot, at a target placed 350 yards from the ship, of the size of 8 feet by 6 feet; when, of 28 long guns, 7 shot went through the mark, and of 19 carronades, 6 of them struck; all the other shot were quite close, and must have hit the hull of a ship. The elevation of the long guns was one degree, and of the carronades $1\frac{1}{4}$ degrees. We mention this in proof of the perfection in naval gunnery which the crew of the Sybille had attained by the system of training adopted by their skilful captain.

Captain George Richard Pechell, brother to the subject of this memoir, obtained post rank in Dec. 1822.

Agent.—Sir Francis M. Ommanney.

ROBERT CATHCART, Esq.

A son of the late James Cathcart, of Carbiston, in Ayrshire, and Pitcairly, near Auchtermuchty, Fifeshire, Esq.

This officer was born about 1774, and he commenced his naval career under the patronage of the late Hon. John Maitland, Captain, R. N., in 1785; from which period we find him serving as a midshipman on board the Queen 98, Assistance 50, Southampton frigate, and Goliath, Alcide, and Vanguard, third rates, until promoted to the rank of Lieutenant, Nov. 21, 1790.

At the commencement of the French revolutionary war, Mr. Cathcart was appointed to the Raisonable 64, commanded by the late Lord Cranstoun, at whose particular request he was afterwards allowed to join the Bellerophon 74, a Lieutenant of that ship being removed by the Admiralty in order to make a vacancy for him *.

The Bellerophon formed part of the squadron under Vice-Admiral Cornwallis, when he effected his masterly retreat from the republican fleet, in June 1795 †, on which occasion that gallant veteran informed the Board of Admiralty that he "considered her a treasure in store," having heard of her former achievements, and observing the spirit manifested by all on board, when she passed him to take her station a-head of the Royal Sovereign.

Lieutenant Cathcart was first brought into public notice at the ever-memorable battle of the Nile, on which occasion the command of the Bellerophon devolved on him, in consequence of the second Lieutenant being killed by the fall of the main-mast, during her sanguinary conflict with l'Orient of 120 guns, bearing the flag of Vice-Admiral Brueys, whose fate has been recorded at p. 184 of our first volume ‡. Observing

* Lord Cranstoun resigned the command of the Bellerophon, through ill health, in the summer of 1796, and was succeeded by Captain (afterwards Sir Henry D'Esterre) Darby.

† See Vol. I. note * at p. 354.

‡ Captain Darby was wounded, and obliged to quit the deck, early in the action; a circumstance which we were not aware of when writing the me-

that immense ship in flames, Lieutenant Cathcart very prudently gave orders to cut the Bellerophon's cable, and after drifting some miles from the scene of action, he had the good fortune to bring her up with the kedge, her only remaining anchor. So great were the subsequent exertions of himself and the surviving officers and men, that the ship, although totally dismasted, was again ready for service, and at anchor near Nelson, on the third day after she had withdrawn from the line of battle *.

The gallantry, good judgment, and zeal displayed by Lieutenant Cathcart, being reported to Earl St. Vincent at a time when he was about to address the Admiralty on another subject connected with Nelson's victory, his lordship was pleased to recommend him to the Board for promotion, in the following terms:

"Permit me to name Mr. Robert Cathcart of the royal navy, senior Lieutenant of the Bellerophon, as an officer highly deserving the reward which would have been the lot of Mr. Daniel, had he survived the action. The wording of the Secretary's letter upon these occasions, confines the commander-in-chief to give the commissions to those only who were first Lieutenants at the commencement of the action; but it appears to me that they are the fair inheritance of the surviving senior Lieutenants."

The Earl's despatch was dated Nov. 25, 1798, at which period the Bellerophon was refitting in the mole of Gibraltar, where Lieutenant Cathcart continued until the arrival of his commission as a Commander, it having been signed and sent out immediately after the receipt of his lordship's recommendation.

From this period we lose sight of Captain Cathcart until his

moir of his services. The death of the Bellerophon's first Lieutenant has been noticed at p. 656 of Vol. II. Part II.

* The Bellerophon, being very close to l'Orient, was set on fire in several places, and very great exertions were required to extinguish the flames. In drifting along the rear of the French line, she received a broadside from the Tonnant 80, and a few distant shot from the Heureux 74. Her loss amounted to 49 killed, and 148 wounded. The wreck that floated about Aboukir bay in all directions appears to have been very serviceable to Lieutenant Cathcart: spars, and many articles necessary for the re-equipment of the ship, being picked up and converted into jury-masts, &c. &c.

appointment to the Seagull brig, of 16 guns, in which vessel he made a most gallant defence against a Danish 20-gun brig and six heavy gun-boats, continuing the fight, under every disadvantage, until she was actually sinking. The following are copies of the official letters concerning this truly noble action:

"*Namur, at the Nore, Sept.* 17, 1808.

"Sir,—The enclosed letter from Captain Cathcart, commander of his Majesty's late sloop Seagull, came to my hand by post this day. It is possible my Lords Commissioners may already have received an account of his very gallant defence by some other channel; but as I think the action, though unfortunate, does honor both to the naval service and the country, I cannot refuse myself the pleasure of making the communication, lest by any accident such gallantry should not be made public. I have the honor to be, &c.

(Signed) "THOMAS WELLS, Vice-Admiral."

"*To the Hon. W. W. Pole.*"

"*Christiansand, Norway, June* 20, 1808.

"Sir,—I beg leave to acquaint you, that in his Majesty's sloop Seagull, under my command, yesterday at 2 P. M., the Naze of Norway bearing W. N. W., distant seven or eight leagues, I discovered a brig in-shore, running to the eastward, and immediately made all sail in chace of her. At half past four, came within gun-shot and hoisted our colours, which she answered by displaying Danish colours, and opening her fire on the starboard side. At this time, from a fresh breeze at W. S. W., it became nearly calm, and we were obliged to use our sweeps, in order to get between her and the shore. At five, arrived within musket-shot of the enemy, and commenced action; most of our sweeps, at this time, shot away, and great part of the rigging. We now discovered several gun-boats coming towards us, which had been previously concealed behind the rocks; and it being a perfect calm, their commanders had every advantage they could wish in placing them. They took their position on each quarter, every shot raking us, whilst the brig had the same advantage on the larboard bow. At 6-30, five of our carronades were dismounted on the larboard side, and several of the officers and crew killed and wounded. Every effort was used to get the Seagull round, so as to bring the starboard guns to bear, but without effect; our sweeps being all shot away, the gun-boats hulling us every time they fired, having five feet water in the hold, and all our sails and rigging cut to pieces. At 7-30, from the sinking state of the vessel, the great slaughter made by the gun-boats, and not having the least prospect of escape, I considered it an indispensable duty, for the preservation of the surviving officers and men, to order the colours to be hauled down. I have the satisfaction to acquaint you, that there was scarcely sufficient time to remove the wounded out of the Seagull, before she sunk. The force opposed to her was the Danish brig of war Lougen, mounting 20 guns (18 long 18-pound-

ers and 2 long sixes); six gun-boats, most of them carrying 2 long 24-pounders, and having from 50 to 70 men each. The action was fought close to the mouth of Christiansand harbour *.

"I cannot speak in terms adequate to the deserts of every officer and man under my command on this trying occasion. I received that support from Mr. Hatton, the first Lieutenant, I had every reason to expect from his general good conduct; and the other officers and crew have my warmest thanks for their cool and steady behaviour: I consider it a duty I owe to them to add, that British valour was never displayed in a more striking manner than on this occasion, opposed as they were to so very superior a force.

"The enemy must have suffered very considerably, but I have not been able to ascertain to what extent. Several of the Danes, including the carpenter of the Lougen, perished on board the Seagull, so precipitately did she go down. I herewith send you a list of our killed and wounded †.

(Signed) "R. CATHCART."

"*To Vice-Admiral Wells, &c. &c.*"

Captain Cathcart was detained as a prisoner in Norway until Oct. 1808, and tried by a court-martial for the loss of his sloop, Nov. 21, in the same year, on which occasion he delivered the following address in behalf of his officers and crew.

"Mr. President, and Gentlemen of the Court.—It was the greatest pleasure of my life having had the honor to command so brave and determined a set of officers and men, by whose very great zeal and intrepidity I was enabled to defend H. M. brig so long against so very superior a force. I feel it to be my duty, and in doing so the greatest gratification, to say, that to the able and gallant support of the first Lieutenant, Mr. Hatton, I am particularly indebted; and I do trust that he will be duly rewarded for his meritorious conduct and very severe sufferings, for which I recommend him in the strongest manner possible.

"I also feel the greatest satisfaction in bearing testimony to the cool and determined good conduct of the other officers during so severe an action, wherein one-third of the ship's company were killed and wounded;

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* The Seagull mounted 14 twenty-four-pounder carronades and 2 long sixes, with a complement of 94 officers, men, and boys—66 persons less than the Lougen.

† The second Lieutenant (Abraham Harcourt White), the master, and 6 men killed. Captain Cathcart, the first Lieutenant, boatswain, and 17 men (one of whom mortally) wounded. *N. B.* The Seagull was afterwards weighed by the Danes, and added to their navy.

and I therefore beg leave to recommend them in very high terms for that promotion their services merit.

"For the crew I can only say, that a braver and more determined set of men never met; and I feel much pleasure in certifying before this honorable court, their cool, steady, and uniform good conduct; those who have suffered from their wounds I recommend most strongly to the protection of their country."

Superfluous as it may appear to repeat the decision of the honorable tribunal to whom this address was delivered, we cannot refrain from inserting a copy of the sentence:

"The Court, pursuant to an order from the Lords Commissioners of the Admiralty, dated Nov. 10, 1808, proceeded to inquire into the conduct of Robert Cathcart, Esq. commander of his Majesty's late sloop Seagull, and such of the officers and company of the said sloop as were on board her at the time she was captured by a Danish brig of war, and a detachment of gun-boats, off the harbour of Christiansand. The Court, after having duly weighed and considered all the circumstances attending the capture of the said sloop, are of opinion that Captain Robert Cathcart, throughout the action, behaved with the most cool and able judgment; and, by not leaving the deck until twice severely wounded, with the most determined resolution and courage; and that he did not strike the Seagull's colours until she was totally unable to make the smallest further defence. The Court doth therefore adjudge Captain Robert Cathcart to be most honorably acquitted, and he is *most honorably acquitted* accordingly.

"The Court cannot but express the highest approbation of the conduct of Lieutenant Villiers Francis Hatton, who, although most dangerously wounded, continued to give his support and encouragement to the last; as well as of the noble and steady behavior of the other officers, and the crew of the Seagull, during so sanguinary and unequal a conflict—a circumstance which, while it reflects the highest honor on them, does no less credit to the discipline of the King's sloop; and the Court doth therefore most honorably acquit Lieutenant Hatton*, the officers, and crew; and they are *most honorably acquitted* accordingly."

Sir Joseph S. Yorke, president, on returning Captain Cathcart his sword, congratulated him on the decision of the court, which, he said, had "*placed on record as gallant a defence of a British vessel as the numerous pages of our naval history afford. I feel flattered,*" added that honorable and worthy officer, "*in being the organ of the court, which unanimously returns you a sword that has been so honorably worn and used.*"

* Made a Post-Captain in 1812.

Immediately after his acquittal, Captain Cathcart had the further gratification of receiving a post commission, dated back to the day of his gallant action; and as an additional mark of their lordships' high approbation of his gallant conduct, the survivors of the Seagull's crew were subsequently sent to join the Ganymede, a 26-gun ship, of which he obtained the command about Sept. 1809.

Towards the close of 1810, Captain Cathcart was appointed to the Alexandria frigate, mounting 26 long twelves, 10 twenty-four-pounder carronades, and 2 long sixes, with a complement of 212 officers, men and boys. His last exploit was that of driving the U. S. ship President, commanded by Commodore Rodgers, from her cruising ground, thereby preserving a valuable fleet of British merchantmen from being captured, and adding greatly to his professional reputation.

On the 19th July, 1813, being off the North Cape, in company with the Spitfire, a ship-sloop rated at 16 guns, Captain Cathcart fell in with Commodore Rodgers, who had proceeded thither for the purpose of intercepting a convoy, which he had been informed would leave Archangel about the middle of that month. The President, when first discovered, was accompanied by the Scourge, a large American schooner privateer, of 10 guns and 120 men. But notwithstanding the enemy's great superiority, Captain Cathcart immediately gave chase, and used every possible exertion to close with him during a pursuit of more than 91 hours*. Commodore Rodgers, however, effected his escape, and afterwards had the effrontery to declare that he had been chased from his station by a line-of-battle ship and a frigate. The following contradictory statement was addressed to the Editor of the "Star," Dec. 9, 1813:

"Sir,—Having read in the Star of the 16th ultimo, an official letter from that *redoubted naval hero* (that modern Bobadil) Commodore Rodgers, giving a detail to the Secretary of the navy of the United States of his last cruise, where, amidst other essential services rendered by him to his coun-

* From 2-30 P. M. July 19th until 10 A. M. on the 23d.

try, he states "that being off the North Cape on the 19th July, just as he was in momentary expectation of falling in with an English convoy, an enemy's line-of-battle ship and a frigate made their appearance, and that not being able, owing to the haziness of the weather, to ascertain their character with precision, he stood towards them until he could make out what they were, then hauled his wind, &c." I beg through the medium of your paper to state a few facts relative to this circumstance, which, if ever they happen to meet the eye of this *braggadocio*, I hope will teach him a little more modesty in relating, as well as discernment in ascertaining the force of ships he may meet with, before he runs away and presents to the world such a disgraceful narration of absurdity and falsehood as is contained in his letter, at which his own countrymen will blush. On the 19th July, the day stated by Commodore Rodgers, it is very true he fell in with two English men-of-war,—that they chased him 90 hours is also true, and that they were brought quite as near as desirable no one who reads the Commodore's letter can be inclined to doubt; but here the truth of his story ends: for these ships which the Commodore's fears had magnified, like Falstaff's men in buckram suits, into a line-of-battle ship and a frigate, happened to be his Majesty's ship Alexandria, Captain Cathcart, one of the smallest, and certainly the very worst sailing frigates in the navy, and the Spitfire of 18 guns, Captain Ellis. These two ships chased Mr. Rodgers more than 90 hours; Captain Cathcart cut away his anchors, and did every thing possible to get up with the President, but without success, for the noble Commodore had the heels of him. If this letter had any thing for its object beyond exposing the barefaced and unmanly falsehood thus asserted by Commodore Rodgers, too much could not be said on the spirited and dashing conduct of Captain Cathcart, whose gallant efforts on that occasion rendered a service to the commercial interests of his country that can never be forgotten, or too highly appreciated. Amongst his admirers I have the honor to rank myself, as also amongst his friends; but I write this letter unknown to him: and that Commodore Rodgers may not altogether contemn the humble name of DARBY ALLEN, he may be assured that the writer of this letter is of equal rank to himself, in a much smaller ship than the President, but would be very happy to have an opportunity of making himself known to him. I am, Sir, your most obedient servant,

(Signed) "DARBY ALLEN, R. N."

The President's force has been described at p. 315 of this volume. When the immense superiority she possessed is taken into consideration, this will appear one of the most determined efforts to fulfil the duty of a British officer that has ever been recorded.

Captain Cathcart married, in 1814, Catharine, second

daughter of Henry Wedderburn, of Wedderburn and Birkhill, N. B. Esq. His eldest brother, Major Cathcart of the 19th dragoons, died in 1810.

Agent.—Joseph Dufaur, Esq.

ROBERT ELLIOT, Esq.

A NATIVE of Roxburghshire, N. B. and brother to Major-General Henry Elliot.

This officer was born in Oct. 1769; and he appears to have entered the navy in 1781, under the patronage of Captain (afterwards Rear-Admiral) Thomas Lenox Frederick, with whom he first went to sea in the Diomede 44, which ship was actively and very successfully employed on the North American station until the cessation of hostilities in 1783 *.

After passing his examination for a Lieutenant (1788), Mr. Elliot accepted a commission in the Swedish marine, promotion at home being unattainable by any one destitute of parliamentary interest. Some of the battles in which he bore a part have been briefly noticed at p. 292 *et seq.* of our first volume.

At the conclusion of the war between Gustavus and Catharine, Mr. Elliot returned to England; and in July 1793, we find him appointed senior Lieutenant of the Savage sloop of war. He subsequently served as first of the Greyhound frigate; and towards the close of 1796, obtained the command of the Plymouth hired lugger, in which vessel he captured two French privateers and several merchantmen, one of the former mounting 14 guns, with a complement of 55 men. His promotion to the rank of Commander took place Feb. 14, 1801.

During the remainder of the French revolutionary war, Captain Elliot commanded the Good Design armed ship, attached to the Egyptian expedition; and his name appears in the list of officers who were presented with gold medals by

* A biographical memoir of Rear-Admiral Frederick will be found in the Naval Chronicle, Vol. XXXVII, p. 265 *et seq.*

the Turkish government, as an acknowledgment of their meritorious conduct whilst employed on that memorable service. He returned home from the Mediterranean in Feb. 1802.

Captain Elliot's next appointment was, about April 1804, to the Lucifer bomb, then on the Downs station, but afterwards forming part of the squadron sent against Constantinople, under the orders of Sir John T. Duckworth, whom he also accompanied to Alexandria, in the spring of 1807. On his return from that place to Malta, he hoisted the flag of Sir Alexander J. Ball, whom he assisted in carrying on the port duties at Valette, until he received a post commission, dated June 27, 1808, appointing him to the Porcupine 24; in which ship he was actively employed on various services for upwards of five years. During the winter of 1813, we find him commanding the Surveillante frigate, on the north coast of Spain.

Although Captain Elliot has not been so fortunate as to have any opportunity of particularly distinguishing himself, yet we can safely aver that he has ever been a most active and zealous officer, meriting and obtaining at all times the approbation of the Admiralty, and of every superior under whom he more immediately served. He married Ann, daughter of Andrew Hilley, of Plymouth, Esq., by whom he has three children. His only son, Robert H. Elliott, is a Midshipman, R. N.

Agents.—Messrs. Stilwell.

CUTHBERT FEATHERSTONE DALY, Esq.

We first find this officer serving as senior Lieutenant of the Arrow sloop, Captain Richard Budd Vincent; from one of whose official letters we make the following extracts relative to the destruction of l'Actif French privateer, under the island of Fano, at the entrance of the Adriatic, in June 1804:

"I kept plying to windward, and observed a great number of her crew on shore upon the cliffs, all with muskets, and others carrying arms and ammunition from the vessel to the shore: the privateer being hauled close to the beach, under a cliff, with colours and pendant flying, moored with

three anchors, and a hawser from the mast-head to the cliff above her, and her guns pointed to the sea. This disposition induced me to attempt cutting her out. About half-past two (P. M.) I brought the Arrow to an anchor within gun-shot, and sprung her broadside to the shore; then sent the boats armed under Lieutenant C. F. Daly, with orders to bring her out; but, very soon after they put off, grape and musket-shot were fired at them, both from the privateer and the shore. I then supported the boats by a brisk fire from the Arrow, and Lieutenant Daly succeeded in boarding the privateer, cut her adrift, and would have brought her out, but her rudder being unhung and ashore, she soon after grounded within pistol-shot of the beach. I judged it therefore expedient to set her on fire, by which she was totally destroyed. She was a tartan, mounting 4 long guns, with about 74 men, and rowing 24 oars; a new vessel, fitted out at Leghorn, and had done some mischief.

"I cannot but express the very high sense I entertain of the conduct of Lieutenant Daly, the officers, and men employed in the boats on this occasion, for their spirited resolution in boarding the privateer, amidst a heavy cross fire from that vessel, the cliffs, beach, and houses. I have to lament the loss of Mr. Thomas Patterson, master's-mate, and one seaman killed; also several wounded, one of whom is since dead."

The Arrow's heroic defence against two large French frigates, on her return from the Mediterranean, has been fully described in our memoir of Captain Vincent. We subsequently find Lieutenant Daly accompanying Sir Home Popham to the Cape of Good Hope, in the Diadem 64; and on the surrender of that colony, he appears to have been sent home with despatches in the Seahorse transport. His promotion to the rank of Commander took place April 10, 1806.

We now lose sight of Captain Daly until June 1808, at which period he commanded the Comet, an 18-gun ship-sloop, on the north coast of Spain, where he performed a very important and hazardous service, as will be seen by the following copy of an official letter from the officer under whose orders he was then serving:

"*H. M. S. Cossack, off St. Andero, June* 25, 1808.

"My Lord,—The last opportunity I had of writing to your lordship, I acquainted you of my intention to go to St. Andero immediately, to afford every assistance in my power to the loyal inhabitants, and bring off any British subjects that might wish to come away, in the present uncertain state of the country, as I had intelligence that the French frigate in Passage, accompanied by several gun-boats, was expected to make a descent on that part of the coast. Owing to the strong easterly winds, and long calms, I

did not get there till the 21st. The signal-post displayed a flag of truce, which was answered by both ships. The captain of the port, Don Vincento Camino, came on board: he told us the French army was soon expected to make an attack on the pass in the mountains that guarded the approach to the town; and he invited us to anchor in Sardenero bay (which we did at 5 P. M.): but until he had made his report to the bishop, who was the present governor, he wished us not to land. No boat returning by one o'clock the next day, I concluded that some sudden attack or unexpected event must have taken place. In the afternoon a brig came out of the harbour full of people of all descriptions, who had left the town on the report that the French were advancing. I immediately got under weigh, and sent Captain Daly, of the Comet, up the harbour, to gain some confirmed intelligence, and should the report prove true, to reconnoitre the fort, and find out where the principal magazine was, and, if possible, to destroy it. Between 8 and 9 P. M., Captain Daly returned with certain information, that the French army had gained the pass, halted only a few miles from the town, and were expected to enter it that night or next day.

"Captain Daly also made every possible observation, and had himself spiked the guns in two forts near the town: he likewise requested permission to go and destroy the magazine, and the guns in the forts that guard the entrance of the harbour. I should certainly have sent the boats that night, but the great chance of their being taken by surprise, should the enemy advance, and the night being very dark and squally, with every appearance of bad weather, made me defer it till the next morning; at daylight we stood into the bay, and manned and armed two boats from each ship, under the orders of Captain Daly, who was accompanied by Lieutenant Herbert, of the Cossack, Lieutenant Read, R. M., and several of the younger officers, who all volunteered their services: they left this ship soon after six o'clock, and landed about eight; spiked all the guns in fort St. Salvador de Ano, and fort Sedra, wedging shot in the chambers of them, by which they are rendered quite useless. The magazine was at some little distance, and had 500 whole barrels of powder in it, besides quantities of other stores, all of which was completely destroyed, great part by throwing it over the cliffs into the sea, leaving sufficient to blow up the magazine: the train was laid for a considerable distance, and it was let off about ten o'clock, which instantly levelled the whole building to the ground. Finding some more powder in fort Sedra, a train was laid to it, which took effect, and blew part of the guard and store-houses up; the two other forts on the west side of the bay they could not attempt, as the surf was so high it was impossible to land; and to walk round was too far from the boats, as they had not a moment to spare, having heard, before they set fire to the first train, that the French had entered the town, and expecting that a strong guard would immediately be sent to the forts. The boats left the shore by eleven o'clock, and had just got round the point of de Ano when a considerable body of French dragoons appeared on the hill, and took post near

the smoking ruins of the magazine. I am sorry to say, Captain Daly and Lieutenant Read were both much scorched, in setting fire to the last train; particularly the latter officer: but I am happy to find that his eyes are safe, and that he is doing well. Captain Daly speaks in high commendation of the zeal and exertion of every officer and man employed with him. I have the honor to be, &c.

(Signed) "GEORGE DIGBY."

"*To Admiral Lord Gambier.*"

The service for which Captain Daly obtained post rank, is thus described by himself, in a letter to the same noble Admiral, dated at sea, Aug. 11, 1808:

"My Lord,—On the 9th instant, I left Gijon; and, at half-past eight this morning, being in lat. 45° 38′ N. and long. 5° 4′ W., I observed three strange sail N. N. E. At nine, I distinguished them to be a corvette and two men-of-war brigs. Having hoisted the private signal, their not answering it induced me to conclude they were enemies.

"In the face of so superior a force, I thought it most prudent to continue my course under all sail, as by altering it they might be inclined to chase me. I am happy to say that by so doing the enemy were so far intimidated as to tack, and make all sail from me to the N. N. E. At noon, the corvette, having much outsailed her consorts, tacked and stood to the southward. I now carried all possible sail in chase of the two brigs, and, at half-past three, the headmost tacked and passed me to windward about two guns' shot distance; at five, the other brig hoisted French colours, and began to engage me with her stern-guns. At 20 minutes after, having got within pistol-shot of her, I commenced close action, which she sustained for twenty minutes; when, being much disabled, she hauled down her colours, and proved to be la Sylphe (commanded by Mons. Louis Marie Clemont, capitaine de fregate, and a member of the legion of honor), mounting 16 twenty-six-pounder carronades and 2 long nines, with a complement of 98 men * * * *. Her consorts, who so shamefully deserted her, were the Diligente, of 22 guns and 140 men, and Espiégle of 18 guns and 100 men: they had left l'Orient two days before, having each a quantity of flour on board; and I have reason to believe they were bound to Martinique *.

"I am happy to say, no person belonging to H. M. sloop under my command was hurt, but her main and main-top-masts were badly wounded, and her sails and rigging cut †.

"I beg leave to recommend to your lordship's notice, Lieutenant Tom-

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* The Espiégle was soon afterwards captured by the Sybille frigate.

† La Sylphe had 7 killed and 5 wounded.

kinson, first of the Comet, for his zeal and activity in this contest; and to represent that the conduct of every officer and the ship's company, the latter chiefly consisting of new raised men, was such as to merit my highest approbation. I have the honor to be, &c.

(Signed) "C. F. DALY."

Captain Daly's post commission bears date Aug. 18, 1808.
Agents.—Messrs. Cooke, Halford, and Son.

PHILIP PIPON, Esq.

SERVED part of his time as a midshipman under the command of that blunt old sailor, and worthy man, the late Admiral T. M. Russell; by whom he was employed on a very delicate mission at Aux Cayes, St. Domingo, in Feb. 1792 *.

From this period we find no mention made of Mr. Pipon until Aug. 21, 1801; when his gallant and judicious conduct, in a dashing boat affair, was thus noticed by the present comptroller of the navy:

"*Fisgard, off Ferrol, Aug.* 21.

"Sir,—I beg to inform you, that last night the boats of H. M. ships Fisgard, Diamond, and Boadicea, attacked the enemy's vessels lying in the harbour of Corunna, and succeeded in bringing out El Neptuno, a new ship, pierced for 20 guns, belonging to his Catholic Majesty; a gun-boat, mounting one long 32-pounder; and a merchant ship. These prizes were moored within the strong batteries that protect the port, and so near them that the sentinels on the ramparts challenged our people, and immediately commenced a heavy fire; but they were towed out with a degree of coolness and perseverance that does infinite credit to the officers and men; and can only be equalled by their conduct throughout the affair. I should be very glad, if it were in my power to do justice to the merits of Lieutenant Pipon, who directed this enterprise with the most becoming spirit and address. His success will, I trust, sufficiently recommend him to your approbation, and the notice of my Lords Commissioners of the Admiralty. I have the honor to be, &c.

(Signed) "T. B. MARTIN."

"*To the Hon. Admiral Cornwallis.*"

Lieutenant Pipon was promoted to the rank of Commander

* See Vol. I, p. 142. N. B. Captain Pipon, then serving as a midshipman of the Diana frigate, is the officer who was sent "to receive the order for Lieutenant Perkins's pardon and delivery."

April 29, 1802; and appointed to the Kite brig, shortly after the renewal of hostilities, in 1803. By reference to p. 44, of this volume, it will be seen that that vessel formed part of the squadron under Sir James Saumarez, at the bombardment of Granville, in the month of Sept. following. Captain Pipon subsequently commanded the Rose sloop of war, on the Channel station. His advancement to post rank took place Sept. 17, 1808; on which occasion he appears to have been appointed to the Daphne of 20 guns.

During the ensuing five years, Captain Pipon was principally employed in the Baltic; and at the conclusion of the war we find him commanding the Tagus frigate, on the South American station. The capture of la Ceres French 44, by that ship and the Niger, off the Cape de Verds, is thus officially described:

"*H. M. S. Niger, at sea, Jan.* 6, 1814.

"Sir,—I acquaint you, for the information of the Lords Commissioners of the Admiralty, that having made the island of St. Antonio yesterday morning, for the purpose of correcting my longitude previous to the ships parting company, which were bound to Maranham, a strange sail was discovered a-head. I immediately gave chase; H. M. ship Tagus in company. She was soon made out to be a frigate, and we had the pleasure to find that we were gaining upon her: at day-light this morning, we were not more than a mile and a half distant; at half-past seven, they took in studding sails, and hauled to the wind on the starboard tack, finding that we had the advantage before it. The Tagus being to windward, Captain Pipon was enabled to open his fire first, which was briskly returned by the enemy, who had hoisted French colours on the Tagus shewing hers. After exchanging a few broadsides, the French frigate's main-top-mast was shot away, which rendered her escape impossible; and as H. M. S. under my command was coming up, any further defence would only have occasioned a useless sacrifice of lives, they fired a broadside and struck their colours. On taking possession, she proved to be la Ceres, French frigate, of 44 guns and 324 men, commanded by the Baron de Bougainville, out one month from Brest on her first cruise; she is only two years old, copper-fastened, and sails well. I should not do justice to the Baron if I omitted stating, that during the long and anxious chase (in which we ran 238 miles), his ship was manœuvred in a masterly style. I have sent Lieutenant (John) Manton, first of this ship, in charge of the prize, who is a deserving officer. I have the honor to be, &c.

(Signed) "P. RAINIER."

"*To Vice-Admiral Dixon, &c. &c. &c., Rio Janeiro.*"

Captain Pipon's subsequent interesting cruise in the South Seas has been fully described at pp. 95—104 of this volume. His last appointment was, April 4, 1824, to the Britannia, a first rate, bearing the flag of Sir James Saumarez, commander-in-chief at Plymouth.

Agent.— —— Mc Inerheny, Esq.

GEORGE PIGOT, Esq.

The paucity of our information respecting this officer, and the circumstance of his having obtained post rank in consequence of the glorious death of another gentleman, with whose history we are well acquainted, induce us to give an outline of the naval services of the latter, whose short life was spent in endeavouring to promote the welfare of his country, and the happiness of his friends. We allude to the late

CONWAY SHIPLEY, Esq.

Son of the Rev. William D. Shipley, M. A., Dean of St. Asaph (and grandson of the late Bishop), who was born at Llannerch Park, in Denbighshire, Aug. 14, 1782 *.

At the recommendation of Earl Spencer, he was placed under the care of Captain (now Sir Thomas) Pakenham, of the Invincible 74, on the eleventh anniversary of his birth-day; and in the memorable battle of June 1, 1794, he gave earnest of his future reputation, by displaying traits of courage that would have done honor to any boy, however much his senior †.

In Jan. 1796, Mr. Shipley was removed, by desire of his

* A memoir of Captain Shipley's venerable father will be found in the "Annual Biography and Obituary for 1827."

† As some of our critical friends will probably say that Mr. Conway Shipley was too young to be of any service on such an occasion, and should therefore have been sent from the scene of death and carnage; we shall meet their objection by asserting, that even the commands of his captain were insufficient to keep him below, as he always contrived to return upon deck, and was at length allowed to continue there, which he persisted in doing even after he had been knocked down by the headless body of a man falling upon him.

noble patron, from the Invincible to the Phœbe, a fine frigate commanded by the present Sir Robert Barlow, who, as we have already stated, was then considered the first man in the service for proper attention to the young gentlemen under him; and to whom the subject of this memoir always acknowledged himself indebted for the chief of his professional knowledge.

The excellent qualities both of his head and heart very soon made Mr. Shipley a great favorite with Captain Barlow, who, in a letter to the Dean, his father, written after the capture of la Nereide French frigate *, says, "your son behaved very spiritedly indeed in the action;—you know he is an old warrior."

We need scarcely add, that Mr. Shipley saw much active and severe service in the Phœbe, for no ship was ever more unremittingly, and we may say successfully employed against the enemy, than that frigate whilst commanded by Sir Robert Barlow: it will therefore be sufficient to state that he served the remainder of his time as a Midshipman in her, and that when he went to pass for a Lieutenant, his worthy Captain informed Earl Spencer by letter, "that he was perfect in every branch of his profession, and only wanted experience to be one of the best officers in the navy."

In 1800, Mr. Shipley received his first commission as a Lieutenant, on which occasion he was appointed to the Endymion frigate, commanded by Sir Thomas Williams, whose entire confidence he very shortly gained; and from the period of that officer's removal into the Vanguard 74, we find him serving under Captain (now Sir Philip C.) Durham, until the peace, or rather truce, of Amiens; when, being very eager for promotion, he gladly accepted an offer the late Rear-Admiral Totty made him, to go to the West Indies; and accordingly proceeded thither as a passenger on board the Saturn 74, and as a guest at the Admiral's table.

The Saturn sailed from Spithead, Dec. 13, 1801; and in

* See Vol. II, Part I, p. 46. Mr. Conway Shipley was then little more than 15 years of age.

Mar. 1802, Mr. Shipley was appointed junior Lieutenant of that ship, then at Martinique, from whence he returned to England in the month of July following. The cause of his sudden departure from the Leeward Islands will be seen by the following private letter from another officer of the flag-ship :—

"If the public reports have not already informed you, your surprise will be great on receiving a letter from me, dated at Spithead, after having informed you very lately that we expected to remain some time longer in the West Indies.

"Would to God we had remained there for years, rather than that the melancholy circumstance which has caused our return had happened! In that climate even, so inimical to English constitutions, I should have felt myself happy, so long as I continued under the patronage of Admiral Totty. By the blessing of God, I there enjoyed a perfect state of health, although daily hearing of the death of some of my brave shipmates, most of them cut off in the prime of life. In the midst of this mortality, the Admiral, having been on shore for a few days while the ship was painting, was attacked by the fever, and hoping that the fresh air at sea might benefit him, he returned on board, and ordered the Captain to get under weigh. We cruised a day or two off the island, when the Admiral finding his end fast approaching, arranged the public affairs, and appointed a Commodore in the bay. On the 24th May, we sailed for England, and in a day or two we heard the joyful news that the Admiral was mending considerably, and that there were some hopes of his recovery; but Providence, alas! ordained it otherwise; for on the 2d of June, death seized upon its prey, and his noble spirit fled to the realms of bliss, to receive that reward his numberless virtues deserved."

In this manner did Great Britain lose one of her bravest and most zealous officers, society one of its greatest ornaments, and Lieutenant Shipley a sincere friend and patron. The remains of Rear-Admiral Totty were interred in the garrison chapel at Portsmouth, attended by all the commissioned officers at that place; the Port-Admiral and Lieutenant-Governor acting as chief mourners.

Notwithstanding Lieutenant Shipley's health had been greatly injured by the baneful climate of Martinique, we find him, on the renewal of hostilities, in 1803, proceeding to the same station with strong recommendations from Earl St. Vincent, Lord Bridport, and several other distinguished characters, to the late Sir Samuel Hood, whose regard and affection he also soon won, and retained to the day of his death.

By that excellent judge of merit, he was in a short time promoted, and appointed to command the St. Lucia schooner (rated as a sloop of war), in which vessel he captured several of the enemy's privateers, and rendered such other service to the British trade as obtained him the public thanks of his Commodore, by whom he was subsequently appointed to the Hippomenes, formerly a Dutch corvette, pierced for 18 guns, but mounting only 14, with a complement of 90 officers, men, and boys.

On Captain Shipley's removal from the St. Lucia, the whole of that vessel's crew were so desirous of following their youthful commander, that scarcely a dry eye was to be seen among them, as he descended the side. If there was any one part of his character as an officer more remarkable for its merit than another, it was the peculiar art of gaining the affection and respect of all under his command.

On the third day after his appointment to the Hippomenes, Captain Shipley captured a French frigate-built privateer, of 36 guns and 240 men. This exploit, which, considering the enemy's vast superiority, reflects the greatest possible credit on him for his zeal and gallantry in pursuing her, cannot be better described than in his own modest letter to Commodore Hood; wherein he carefully abstains from attaching the least praise to himself, but at the same time reports the spirited conduct of a brother-officer in a manner becoming an ingenuous British sailor:—

"*H. M. sloop Hippomenes, Mar.* 29, 1804.

"Sir,—I have the honor to acquaint you with the capture of l'Egyptienne, French privateer (formerly a republican frigate), mounting 36 guns, twelves and nines, commanded by Mons. Placiard, and having 240 men on board, on the evening of the 27th instant, after an arduous chase of fifty-four hours, and a running fight of three hours and twenty minutes, by his Majesty's sloop under my command, for she struck the moment we fairly got alongside of her. I feel much pleasure in saying, the officers and men behaved with that coolness and intrepidity inherent in Englishmen; and had the enemy allowed them a fair trial alongside, I am convinced her superior force would not have availed them much * * * * * *. The slight resistance she made, I can only attribute to the fear of being as severely beat as she had been four days previous by the Osprey, who killed 8 of her men, and wounded 19; and whose gallantry astonished them *. Mr. John

* See Captain FRANCIS AUGUSTUS COLLIER, C. B.

Lloyd, Master's-Mate, is the only person hurt, and he but slightly. I have further to inform you of the recapture of the Reliance, of London, taken by the above frigate.

(Signed) "CONWAY SHIPLEY."

Mr. James, in the second edition of his "Naval History," states, that the complement of the Hippomenes had been made up, "partly of draughts from other ships of war; that is, by freeing each of them of a certain number of skulkers, raw hands, and incorrigible rogues, and partly of foreign renegadoes." We have already shewn that Captain Shipley had not commanded this motley crew a sufficient length of time for him to become acquainted with their real character; and the example set him by other gallant commanders, on similar occasions, must serve as his apology, if one should be required, for anticipating "the prowess that would have been displayed by his men, had the enemy possessed courage enough to put it to the test;" their subsequent dastardly conduct, as already described in our memoir of Captain Kenneth Mackenzie, is a sufficient corroboration of Mr. James's statement respecting them*.

The Hippomenes formed part of Commodore Hood's squadron at the capture of Surinam, in May 1804; and the landing of Brigadier-General Maitland's division of troops, at Warappa creek, appears to have been effected "under the able superintendence of Captain Shipley" †; who was shortly afterwards made post into the Centaur 74, her former captain having been selected to carry home the despatches announcing the conquest of that colony. It will be seen by reference to our memoir of Sir Murray Maxwell, that the fortress of New Amsterdam was surrendered to the British on the 5th May, 1804; and it is worthy of remark, that a commission advancing Captain Shipley to the command of la Sagesse, a French frigate taken at St. Domingo, was signed by the Admiralty on the 4th of the same month, one day previous to his promotion by Sir Samuel Hood. The former was an act of private friendship on the part of Earl St. Vincent, when about to re-

* See James, Vol. III, p. 390 *et seq.*

† See Vol. II, Part II, p. 900.

tire from office; the latter a just reward for his services in the St. Lucia and Hippomenes. The Patriotic Society at Lloyd's also voted him a handsome sword (for the capture of l'Egyptienne), which is still in the possession of, and will, no doubt, be carefully preserved by his family.

On joining la Sagesse, at Jamaica, Captain Shipley found that ship in very bad repair, and the yellow fever causing dreadful mortality amongst her crew. He, however, took charge of a valuable fleet then about to sail for England; and after a very tempestuous passage, during which the frigate was with great difficulty kept afloat, arrived at Spithead early in 1805.

We regret that it is not in our power to obtain the Portsmouth paper in which a paragraph appeared expressing the gratitude of the crew of a West Indiaman that foundered in a heavy gale whilst under the convoy of la Sagesse. On this occasion, Captain Shipley, who never pressed his officers to enter upon any service of danger, finding that no one volunteered to go to her assistance, ordered a boat to be lowered, jumped into it himself, and by great exertions rescued the whole of the crew. This noble and disinterested action was of itself sufficient to stamp his character for humanity and intrepidity; he was often heard to declare that he derived more satisfaction from it than from any other act in his life; and, indeed, what could have been more gratifying than the reflection of having saved, at the risk of his own existence, the lives of so many of his fellow creatures.

La Sagesse being paid off in consequence of her very defective state, Captain Shipley was next sent to command the sea fencibles at Tralee, in Ireland, where he continued until the autumn of 1806, notwithstanding every endeavour to obtain more active employment. At the latter period, he was appointed, through the recommendation of Earl Spencer, to the Comus, a new ship, mounting 32 guns, with a complement of 145 men.

Towards the close of the same year, Sir Samuel Hood applied for the Comus to be attached to a squadron then under his orders, and about to sail on a cruise between Madeira and

the Canary islands. Captain Shipley accordingly left St. Helen's, in company with his excellent friend, on the 1st Jan. 1807; and was soon afterwards despatched to Mogadore, with permission to cruise as he pleased, after effecting the object of his mission.

A more decided proof of the esteem and regard of Sir Samuel Hood could not have been given; and although Captain Shipley had not the good fortune to make any capture of particular importance, his exertions to distress the enemy were by no means unavailing.

After cruising about six weeks on the coast of Barbary, the Comus proceeded to the Canary islands, where she intercepted several Spanish merchant vessels. In Mar. 1807, we find her boats attacking six brigs in the Puerto de Haz, the whole of which were captured and brought out, although moored close to the beach, and defended by the cross fire of three land batteries. She subsequently had a smart rencontre with some gun-vessels in the Gut of Gibraltar, but was not able to cut any of them off in their retreat to Algeziras. The capture of an armed felucca, in the port of Grand Canaria, by a small party belonging to the Comus, will be more fully noticed under the head of Captain George Edward Watts, whose admirable conduct on that occasion was worthy of the highest panegyric.

On his return to England, in July, 1807, Captain Shipley found himself appointed to la Nymphe frigate, then about to join the expedition destined against Copenhagen; and during the operations in that quarter he was actively employed cutting off the communication between Holstein and Zealand, on which service he underwent much mental and bodily fatigue, occasioned by his unwillingness to entrust the ship, in such an intricate navigation as that of the Great Belt, to any other pilot than himself. He was also indefatigable in his endeavours to obtain fresh provisions for the sickly part of la Nymphe's crew; and often exposed himself to great risk in the furtherance of that object. On one occasion, having landed with a flag of truce, he was suddenly surrounded by a party of French soldiers, and with difficulty effected his escape. On another excursion of the same nature he owed

his safety to the good offices of a female servant, who informed him that her master, notwithstanding his manifold professions of friendship, had sent for the military to arrest him.

On the 23d Dec. 1807, Captain Shipley sailed from Portsmouth, with an expedition bound to the coast of Portugal, under the orders of Sir Charles Cotton. The fleet having been dispersed in a gale, while passing the bay of Biscay, la Nymphe was sent from the mouth of the Tagus to Madeira, in search of the missing transports, with instructions to escort such as she might fall in with to Gibraltar. Captain Shipley, however, found none until his arrival at the latter place, from whence he proceeded with them to the Vice-Admiral, who directed him to assume the command of the squadron stationed in shore to watch a Russian force, then moored off Lisbon, under the command of Admiral Siniavin *.

We now approach the fatal period which closed Captain Shipley's short but highly honorable career.

Whilst at anchor off the bar of Lisbon, the lamented subject of this memoir spent a great portion of his time in administering to the comfort of the Portuguese emigrants who succeeded in escaping from French tyranny, and threw themselves upon the mercy of the British; giving them up his cabin, and affording them every accommodation in his power. This, however, was not the only object that engaged Captain Shipley's attention, for his mind was principally bent on cutting out the Carlotta, a fine frigate of 44 guns; and he accordingly embraced every opportunity of obtaining information respecting her situation, the manner in which she was guarded by night, and on other points connected with the enterprise in agitation. Not satisfied with the intelligence received from others, he twice rowed up the Tagus, accompanied by his brother, the present Rev. Charles Shipley †, and reconnoitred every part of the river, from fort St. Julien to the anchorage

* See Vol. I. note † at p. 431 *et seq.*

† Mr. Charles Shipley had taken a cruise in the Comus for the benefit of his health; and embarked in la Nymphe for the same purpose, when she returned from the Baltic.

above Belem, a castle situated on the northern bank, near which was also lying the Gavotte, a large brig mounting 22 guns, and, as Mr. James says, with a complement of "150 men*." At length, deeming it practicable, he resolved to attack the frigate on the night of April 22, 1808, provided the wind was favorable—the other requisites, tide and darkness, he knew would be in his favor.

Imitating the example of Sir Edward Hamilton at Porto Caballo, Captain Shipley determined not to trust the management of so important an expedition to any one but himself, although he meant the honor of success should belong to Captain Pigot, who then commanded the Blossom sloop of war, and whose boats were to assist in the enterprise.

On the night appointed, Captain Shipley, accompanied by his brother, pushed off from la Nymphe, in a 6-oared gig, and was immediately followed by seven boats, containing upwards of 100 volunteer officers, seamen, and marines. To distinguish friends from foes in the dark, each of the sailors had a piece of white cloth in the shape of a crescent sewed upon the right sleeve of his jacket: Captain Shipley himself was distinguished by a white handkerchief bound round his arm by Mr. Charles Shipley, a few minutes before the enemy opened their fire.

At the time of starting, the wind was blowing very fresh down the river; but as the boats approached Belem castle, it suddenly died away, and Captain Shipley's intention of attacking the frigate was for this reason alone abandoned.

Upon consulting with the commander of the Blossom, who was in a 5-oared gig, Captain Shipley determined to make an attempt on the Gavotte, whose exact position he had ascertained when taking his last view of the Carlotta; and as the tide was still flowing, he directed the boats to remain sta-

* According to Mr. James's account, the brig was the sole object of attack. That gentleman also informs his readers that two unsuccessful attempts were made to obtain possession of her previous to the attack in which Captain Shipley fell. See *Nav. Hist.* 2d edit. vol. 5, p. 55 *et seq.* The remainder of his statement will be found to differ in some degree with our own, on the accuracy of which, however, we confidently rely.

tionary until the turn thereof. Unfortunately, the heavy rains which had recently fallen in the interior caused the ebb tide to make much sooner after slack water than he could possibly have been aware of, and consequently with greater strength than it had done when he last rowed up the river.

Knowing that some gun-boats were constantly stationed near the Gavotte, and concluding that she would be alarmed by them before the whole of the British force could reach her; convinced also that the crews of the two gigs would be sufficient to keep the enemy's night guard in check until the remainder of the detachment came up, Captains Shipley and Pigot immediately agreed to give way and commence the attack, leaving their respective followers to board the Gavotte in succession; la Nymphe's on the larboard side, and the Blossom's on the starboard. The grounds upon which this agreement was founded, were distinctly and repeatedly mentioned in the hearing of every officer and man; and the event, as far as the largest boats were concerned, fully justified its prudence and discretion.

On her arrival within two or three hundred yards of the Gavotte, Captain Shipley's gig was hailed by the enemy's gun-vessels, which he answered with the greatest coolness, in their own language, and thereby prevented them from giving an instant alarm. Presently, however, a heavy fire of musketry, and afterwards of great guns, was opened by the enemy, notwithstanding which the gig dashed on until she reached the Gavotte's larboard bow, as had been agreed upon with Captain Pigot.

The enemy's brig was surrounded with boarding nettings, and Captain Shipley had nearly reached the top of one of them, when a fatal ball passed through his head, and he fell backwards into the rapid stream. It was afterwards ascertained that he had also been wounded in the body, by the thrust of a pike or sabre.

His brother's fall being noticed by Mr. Charles Shipley, that young gentleman immediately jumped back into the gig, and by calling out "Save your Captain," induced the coxswain and his five companions to return also, and push off in search of their beloved commander.

At this moment, la Nymphe's barge with 20 men, commanded by her first Lieutenant, Mr. Richard Standish Haly, hooked the Gavotte's main-chains, which the bowmen let go again upon observing the gig shove off, and at the same time fancying they were ordered to do so likewise. La Nymphe's launch, under the command of Lieutenant Thomas Hodgskins, was now within a cable's length of the brig; but the time that was unavoidably lost by the boats getting foul of each other, and the rapidity of the tide, then running at the rate of "seven knots an hour," rendered it impossible to renew the attack with any prospect of success. Lieutenant Haly, however, did not relinquish the attempt until he had sustained some loss, one of his boat's crew being killed, and a midshipman and one marine wounded.

Captain Pigot, ignorant of the death of his commanding officer, until he returned on board la Nymphe, assigned the following reasons for not boarding according to the abovementioned agreement:—that he did not understand he was to do so before the other boats came up—that his gig not being so well able to make way against the tide as Captain Shipley's, induced him to keep nearer the opposite shore—and that, when he did approach the Gavotte, he found that all the boats had fallen down the river, and therefore concluded that the intention to attack her had been abandoned. Captain Shipley, on the other hand, adhering most strictly to what he considered a well-understood agreement, and only anxious that the two gigs should support each other, continually encouraged his men to pull strong, that Captain Pigot might not be left destitute of his assistance.

With respect to what happened immediately after Captain Shipley's unfortunate death, no blame whatever can be ascribed to Lieutenants Haly and Hodgskins, the senior officers then present. We know that Mr. Charles Shipley, whose unbounded affection for his brother had prompted him to share the manifest dangers of such an enterprise, has always publicly declared that it is to be attributed to himself alone; because, not being a naval officer, ("nor even belonging to the naval profession,") the moment he saw the gallant Con-

way fall, the distant chance of saving a life so inexpressibly dear to him, was his first and paramount consideration—compared to this the whole world was then to him as nothing. If, therefore, he had not jumped back into the gig, the bargemen would have immediately boarded; and as they would have been seconded in good time by 30 more from la Nymphe's launch, the issue could not have been doubtful.

Thus perished, in his 26th year, an officer of the most intrepid courage, united with superior talents, firmness, and the greatest presence of mind. The sincere regret evinced by every one for his untimely, though glorious fate, is a proof how much he was beloved. On hearing of his death, the whole of la Nymphe's crew shed tears. *Sir Charles Cotton*, in a public letter to the Admiralty, says, "I feel extreme regret at the painful necessity of thus recording the death of Captain Shipley, who was a most excellent, brave, and highly meritorious officer." *Sir Samuel Hood* wrote to Mr. Charles Shipley as follows:—"No one knew his worth as an officer better than myself; the friendship I held for him was unbounded, and his loss has filled me with the deepest regret. He appears to the last to have borne his truly gallant and amiable disposition." *Sir Robert Barlow* says, "When I assure you, I have ever experienced much gratification in having contributed to form so excellent a public and private character as your departed brother, you will believe I sympathise most feelingly in the sorrows of his dearest relations; and in the public regret for the loss of an hero, who has fallen in the pursuit of a most glorious career." *Captain* (now *Sir George*) *Eyre* endeavours to console Mr. Shipley by saying, "I do not indeed know a young man in our profession, whom we could have looked forward to with such fond hopes as to your poor brother. The concern I feel I cannot easily express; and I assure you that the same sentiment is more general than in any instance of the kind I can recollect, for he was universally beloved and respected." *Sir Thomas Williams* expresses his belief that, "had it pleased the Almighty to spare his life, he would have added greatly to the laurels he had so early and so conspicuously won; for, with a feeling and an amiable disposition, he possessed an

intrepidity of mind that would have led him on to the most daring enterprises." *Earl Spencer* describes his death as "an event which at once deprived the country of a young officer so well qualified to do it distinguished service, and his family of one whose professional merit must have reflected on them so much honor."

We cannot close this memoir without first stating that the ships commanded by Captain Shipley were always remarkable for their high state of discipline: the management of the great guns was a part of the service he particularly exercised his men in; and he expressed the highest satisfaction on hearing the manner in which the Comus, with a crew entirely of his own making, behaved at the capture of a Danish frigate, soon after he left her to join la Nymphe *. He never inflicted punishment until he had consulted his pillow; nor omitted any opportunity, if the weather was favorable, of reading prayers on the Sabbath to his people. He was himself an excellent practical sailor and navigator; he read and spoke French fluently, and was well versed in history. Such were his natural acquirements, that had he followed any other profession, he must have distinguished himself in it. What might not his country have expected from Captain CONWAY SHIPLEY?

On the day after the unfortunate enterprise near Belem, Mr. Charles Shipley wrote to General Junot, requesting he would order the remains of the deceased hero to be searched for, and sent on board la Nymphe, in order that those honors might be paid to them which were due to so much worth and excellence. No notice being taken of this letter, the unhappy brother then wrote to Admiral Siniavin, who immediately promised to meet his wishes if possible. The contrast between the conduct of the French and Russian commanders is great, and speaks for itself; the generous endeavours of the latter, however, were ineffectual.

Captain Shipley's body floated ashore between Peiras and Passo d'Arcas, on the 30th of the same month. When picked up, the sword was still hanging to his wrist, and the white badge fast round his arm. A handsome monument,

* See Captain GEORGE EDWARD WATTS.

with an appropriate inscription, was subsequently erected near his grave, under the directions of Vice-Admiral Berkeley *.

EDWARD WOOLLCOMBE, Esq.

NEPHEW to the late Vice-Admiral Sir Samuel Hood, K. B. Was made a Lieutenant in 1802, promoted to the rank of Commander, June 6, 1804; and posted into the Belleisle 80, flag-ship of Sir Alexander Cochrane, at the Leeward Islands, Sept. 29, 1808.

Captain Woollcombe commanded the Ulysses 44, at the reduction of Martinique, in 1809; and was subsequently appointed to the Circe 28, in which frigate he captured the Lovely Lass, American privateer schooner, of 5 guns and 60 men, near Jamaica, May 15, 1813.

This officer married, April 16, 1818, the only daughter of Alderman Walker, of Exeter; and died in that city, about Dec. 1824.

HON. FLEETWOOD BROUGHTON REYNOLDS PELLEW.

A Companion of the Most Honorable Military Order of the Bath.

SECOND son of Admiral Viscount Exmouth, G. C. B., under whom he distinguished himself at the capture and destruction of the Dutch shipping in Batavia roads, Nov. 27, 1806 †.

Although then acting Captain of a frigate, his commission as a Commander was not confirmed until Oct. 12, 1807, at which period he was still extremely young. The following is a copy of his official letter reporting the capture of a Dutch corvette and Indiaman, and several other vessels, &c. near Samarang, Aug. 31, in the latter year:

* Captain Pigot was appointed by Sir Charles Cotton to succeed the late Captain Shipley in la Nymphe, and his post commission appears to have been confirmed by the Admiralty on the 17th Sept. following.

† See Vol. I. p. 223.

"*H. M. S. Psyche, off Java, Sept.* 3, 1807.

"Sir,—I have the honor to acquaint you, that proceeding in the execution of your orders of the 18th June last, H. M. ships Psyche and Caroline reconnoitred the port of Souraybaya, on the 29th Aug.; and by a ship from Batavia (captured the following day) ascertained the situation of the enemy's line-of-battle ships, which are still inactive there, and represented as being in too bad a state to admit of repair.

"As our success in a great measure depended on the intelligence the enemy might receive of our appearance on the coast, not a moment was lost in proceeding to Samarang, off which port the Psyche was enabled to anchor at midnight, the Caroline having previously parted company in chase by signal. At day-light I weighed and stood into the road, when the boats were despatched, under the direction of Lieutenant Kersteman, assisted by Mr. Charles Sullivan, to attack and bring out the enemy's vessels there: this service was completely effected, in a manner highly creditable to the officers and men employed on it; the boats having taken possession of, and towed out from under a heavy fire from the batteries, an armed schooner of 8 guns, and a large merchant brig. The early part of the morning had discovered to us two ships and a brig at anchor outside; and from one of them having the appearance of a ship of war, not a doubt was to be entertained of their being enemies. To be ready to take advantage of the first setting in of the sea breeze, the captured vessels were destroyed; and before noon H. M. ship was clear of the harbour in chase of the enemy, whose vessels had weighed and stood to sea.

"I soon had the satisfaction of finding that the good sailing of H. M. ship afforded me a fair prospect of closing with the ship of war; and at 3-30 P. M., finding us fast coming up with them, they all bore up, and ran on shore about 9 miles to the westward of Samarang, opening, at the same time, a well-directed fire on us, which, on our anchoring in 3 fathoms, was very smartly returned, though apparently without much success; as the shoal water prevented my closing as near as I wished. In a few minutes, however, the largest ship struck; and at 4-30, as I was preparing to hoist the boats out, with an intention to attempt taking possession by boarding, the ship of war surrendered; the brig shortly afterwards fired a broadside, and hauled down her colours. They proved to be the Resolutie armed merchant ship, of 700 tons, with a valuable cargo, having on board the colours and staff of the 23d European battalion in the Dutch service; and the Ceres, a remarkably fine brig, in the Dutch Company's service, of 12 guns and 70 men, a month from Batavia, under the convoy of the Scipio corvette, of 24 guns and 150 men: the latter sustained very considerable damage, many shot having passed through the hull; her rigging was much cut, and her commander mortally wounded. I am happy to add, that they were all got afloat the same night without injury, by the persevering activity of my officers and men.

(Signed) "Fleetwood B. R. Pellew."

"*To Sir Edward Pellew, Bart. &c. &c. &c.*"

The annihilation of the Dutch naval force in the Indian seas is thus described by Sir Edward Pellew, in a letter to the Madras government, dated Dec. 15, 1807:

"Having sailed from Malacca on the 20th ult., we arrived with the squadron named in the margin * off Point Panka, at the eastern extremity of Java, on the 5th instant, with the troops embarked on board them. The Fox reconnoitred Batavia on the passage, where a brig only was lying in the roads. The shoal water prevented the line-of-battle ships from proceeding beyond Sedaye, about 10 miles up the harbour on the right, from whence, in conjunction with Lieutenant-Colonel Lockhart, commanding the troops, I sent a commission under a flag of truce, consisting of Captain Fleetwood Pellew, Captain Sir Charles Burdett, of H. M. 30th regiment, and Mr. Locker, my secretary, to treat with the commandant of the Dutch naval force for the surrender of the men of war, lying at Griessee in a dismantled state. On their arrival at that place, Mr. Cowell, the Dutch Commodore, thought fit to detain the boat, and place them in arrest, contrary to the established law of nations, sending information to that purport by one of his own officers, and absolutely refusing to accept of any conditions for the surrender of the ships. The following morning, having lightened the Culloden and Powerful, the whole squadron proceeded up to Griessee, cannonading a battery of twelve 9 and 18-pounders, at Sambelangan, on the island of Madura, the hot shot from which hulled several of the ships, but providentially struck no person on board them, and was soon silenced. The battery of Griessee fired but a few shot, also without effect. On the approach of our squadron, the gentlemen of the commission were removed to Souraybaya, about 15 miles distant; but having represented to the governor and council of that settlement, to which Griessee is subordinate, the unjustifiable conduct of the Dutch commodore, they were released the following day, and accompanied by a deputation on their return, to express the concern of that government (disclaiming all concurrence in this violent measure), and to receive the terms upon which a final arrangement should be made.

"The affair being thus settled without further difficulty, the men of war named in the margin were burnt on the evening of the 11th instant; they having been scuttled previous to the Dutch commodore's desertion of Griessee†. The two former were very fine ships, but by great neglect were

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* Culloden 74 (*flag-ship*), Captain George Bell; Powerful 74, Captain F. B. R. Pellew; Caroline 36, Captain Henry Hart; Fox 32, Captain the Hon. Archibald Cochrane; Victor 18, Captain Thomas Groube; Samarang 18, Captain Richard Buck; Seaflower 14, Lieutenant William Fitzwilliam Owen; and Jaseur 12, Lieutenant Thomas Laugharne.

† Revolutie, 70-gun ship; Plato, of similar force; Kortenaar, sheer-

considerably wanting in repair: no other man of war was found in the harbour. The grenadier company of H. M. 30th regiment took possession of Griessee, and with a party of artillery has effectually destroyed the guns, military stores, &c. in the garrison; the naval stores were destroyed by a division of seamen landed from the squadron. The battery of Sambelangan has, agreeable to the terms of the treaty, been destroyed by the Dutch, and since inspected by the commanding officer of artillery. This service has completed the entire destruction of the naval force of Holland in the East Indies, the previous successes of H. M. ships having deprived them of every other man of war in their service on this station. The defenceless state of the ships now destroyed, which lay on shore alongside the hulk, their guns being landed, and the batteries being unequal to oppose the fire of the squadron, did not afford a sufficient opportunity to exercise the united naval and military forces employed on this service; but the difficulties which have been surmounted in bringing up the ships to Griessee, have called forth that active zeal and perseverance which is highly creditable to the exertions of the respective captains and commanders, and every person on board."

Captain F. Pellew was promoted to post rank Oct. 14, 1808; at which period, we believe, he commanded the Cornwallis frigate, of 50 guns, on the East India station; where he continued until after the final reduction of Java, in 1811. His "able and spirited conduct" at Samanap has already been described, in our memoir of Captain George Harris, C. B.*

On the 20th Jan. 1813, Captain Pellew was appointed to the Resistance of 46 guns, then employed in the Mediterranean; where a court-martial was shortly afterwards assembled to try seven of his crew, for a breach of the 19th, 20th, and 21st articles of war, and two of the same culprits for a breach of the 22d article also. After several adjournments, the prisoners were all found more or less guilty, and four of them sentenced to death, the others to be severely flogged; "but a doubt having arisen in the mind of the court on points of law, as to the mode of proceeding, though not as to the facts proved against the mutineers," their judges were of

hulk; Rustoff, Indiaman, of 1000 tons, pierced for 40 guns; and a large transport.

* Captain Pellew then commanded the Phaëton frigate. See p. 288 *et seq.* of this volume; and at p. 290 make the following correction:—last line but one, *for* * insert a ‡.

opinion, "that no part of the sentence should be carried into execution until the minutes of the proceedings should have been submitted to competent law authority for decision." A copy of the sentence will be found in the Naval Chronicle, from which work we make the following extract*:

"The subject of reference was, the right of the court to proceed after an interruption in their meeting *from day to day*, as required by act of parliament; such interruption (arising from tempestuous weather) having been unavoidable. The act expressly says, that 'the proceedings of any court-martial shall not be delayed by the absence of any of its members, when a sufficient number doth remain to compose such court.' Now a sufficient *quorum* did not remain on board the Hibernia to compose a court, therefore the proceedings were unavoidably delayed. It appears that the only official decision made known on this case has been, a letter from the secretary of the Admiralty, notifying that the culprits having been pardoned, the reference to the crown lawyers became unnecessary. This, in our humble judgment, is an erroneous, not to say slovenly mode of disposing of the case: the specific law remains undefined; the same 'glorious uncertainty' is left to puzzle any succeeding court under similar circumstances; and the same variety of opinion is left to prevail among naval men. Perhaps the suggestion implied by this notice of the unsettled case in question may have a due and salutary effect."

On the 5th Oct. 1813, Captain Pellew assisted at the capture of a French convoy lying in port d'Anzo, the particulars of which service are given at p. 423 *et seq.* of Vol. II. Part I. The Resistance was paid off at the commencement of 1814.

Captain Pellew's last appointment was, Aug. 25, 1818, to the Revolutionaire 46, fitting for the Mediterranean, from whence he returned home, June 15, 1822. He married, June 5, 1816, Eliza Harriet, daughter of the late Sir Godfrey Webster, Bart.

Agent.—J. P. Muspratt, Esq.

JOHN HALSTED, Esq.

THIRD son of the late Captain William Anthony Halsted, R. N., by Mary, only daughter of Charles Frankland, Esq., nearly related to the ancient Yorkshire family of that name †.

* See *Nav. Chron.* vol. xxx, p. 319 *et seq.*; and vol. xxxii, p. 335.

† The Halsteds are descended from a highly respectable family, long settled in the county of Buckingham.

This officer was born at Gosport, co. Hants, in 1768; and at the early age of eight years we find him embarked on board the Jersey of 60 guns, commanded by his father; whom he had the misfortune to lose, at New York, in 1778.

Mr. John Halsted was then removed to the Amazon 32, Captain M. Jacob, under whose care he remained until that ship was paid off, in the course of the following year. He subsequently served as a midshipman on board the Blenheim 98, Captain (afterwards Lord) Duncan; Princess Royal, of the same force, Captain Jonathan Faulkner; Queen, another second rate, flag-ship of Admiral John Montagu, commander-in-chief at Portsmouth; Ganges 74, successively commanded by the Hon. James Luttrell and Sir Roger Curtis, Bart.; Hebe frigate, Captain Edward Thornbrough; Perseverance 36, Captain Isaac Smith, on the East India station; Crown 64, Captain Robert Manners Sutton; Brunswick 74, Sir R. Curtis; and Queen Charlotte first rate, bearing the flag of Earl Howe; by whom he was made a Lieutenant, and appointed to the Suffolk 74, in Sept. 1793 *.

A few months after his advancement, Lieutenant Halsted again sailed for the East Indies; Captain Peter Rainier, of the Suffolk, having been ordered to hoist a broad pendant as commander-in-chief on that station. During the operations against Ceylon and the Spice Islands, the Commodore entrusted him with the command of 100 seamen serving with the troops on shore; and on their return to Madras, in Mar. 1797, promoted him to the command of the Swift sloop, which vessel he gave up at the request of his patron, who was anxious that he should assume the government of the naval hospital, then newly established at that place, having witnessed with great satisfaction the salutary measures he adopted when landed in charge of the sick at Amboyna.

* The Amazon formed part of the squadron under Lord Howe, when that officer prevented M. d'Estaing, with a very superior force, from passing the bar at Sandy Hook. When discharged from that ship, Mr. Halsted was placed at school, where he continued until 1782, at which period he joined Captain Duncan, and proceeded with him to the relief of Gibraltar. The Blenheim was Lord Howe's second, and had several men killed and wounded in the subsequent action off Cape Spartel.

Shortly after this appointment, the government of Bengal determined to send an expedition against Manilla, in consequence of which Captain Halsted was ordered to proceed to Calcutta, and there take the command of the Vulcan bomb, a vessel purchased and fitted for that service. The enterprise, however, was abandoned before the armament left Prince of Wales's island; and in Nov. following, he was appointed to succeed the Hon. George Murray in the Heroine 32, the latter being removed by the Admiralty to the Crescent frigate, on the Cape station; but as that officer had some private affairs to settle in India, Captain Halsted exchanged with him at the particular request of Rear-Admiral Rainier, and lost no time in proceeding to join his ship, the commander-in-chief having charged him with despatches for Europe, to be forwarded from the Cape.

On his arrival there, Captain Halsted was informed that Rear-Admiral Pringle had sailed for England, with his flag in the Crescent; and as an opportunity offered, he felt it his duty to follow with the despatches, which he delivered at the Admiralty in June, 1798; when, to his great mortification, he found that instead of confirming his post commission, the Board would only grant him the rank of Commander from the date of his arrival.

Captain Halsted was next appointed, in 1804, to the Lord Nelson, defence ship, on the Downs station; and, in 1807, he accepted the situation of principal agent for transports in the expedition destined against Copenhagen; but was again unfortunate with regard to his promotion, owing to the Captain of the Fleet having failed to report his meritorious conduct on that extremely arduous service, for which neglect Sir Home Popham was very justly censured by the Transport Board, and also by Lord Gambier.

Captain Halsted subsequently proceeded to Gibraltar, and was very actively employed until after the Convention of Cintra, when he at length received a post commission, dated Nov. 21, 1808. In the following year, he gave up his appointment as agent for transports; and towards the close of 1810, we find him commanding the Bellerophon 74, bearing the flag of Rear-Admiral Ferrier; with whom he continued, in that ship

and the Scarborough, on the North Sea station, till the commencement of 1814; from which period he regulated the impress service at Gosport until the final cessation of hostilities, in 1815. Whilst thus employed, he had the honour of kissing hands on being introduced to the Prince Regent and his august allies, during their visit to the fleet at Portsmouth, an act of reverence which he was afterwards most graciously allowed to perform, as one of the deputation sent over from Gosport, with an address to our beloved Monarch, when his Majesty first visited the former town after his accession to the throne.

The subject of the foregoing memoir married Miss A. Fowler, by whom he has issue two sons and one daughter. The eldest, Lawrence William, holds a commission in the 87th regiment of foot; the youngest, George Anthony, is a Lieutenant, R. N. *

GEORGE CHARLES MACKENZIE, Esq.

This officer was one of Vancouver's midshipmen, in the Discovery, during a voyage round the world, already noticed at p. 200 *et seq.* of Vol. II. Part I. He obtained his first commission in 1796, and was made a Commander into the Experiment 44, armed *en flute*, at the commencement of 1802.

Captain Mackenzie's next appointment was to the Wolfe sloop of war, in which vessel he destroyed la Precieusa Spanish privateer, of 3 guns and 23 men, on the Jamaica station, Oct. 19, 1805. A service of greater importance, in the performance of which he was assisted by the boats of the Malabar 54, is thus described by the captain of that ship, in a letter to Rear-Admiral Dacres, dated off Port Azaraderos, Cuba, Jan. 2, 1806:

"Sir,—I have the greatest satisfaction in having it in my power to acquaint you, that H. M. S. under my command, and H. M. sloop Wolfe,

* Captain Halsted's brothers were all devoted to the naval profession, viz.—Charles, a Lieutenant, perished in the Blanche frigate, 1780; Lawrence William, a Vice-Admiral and K. C. B., now on his return from holding the chief command in the West Indies; and George, a Commander of 1809.

have this day captured le Régulateur and Napoléon, two of the largest French schooner privateers out of St. Jago, protected by a double reef of rocks. Captain Mackenzie, whose vigilance deserves every praise, saw one of them go in this morning. On coming off the port, I sent the master to sound for anchorage, who found a passage on the reef, through which the Wolfe was successfully conducted, and most ably anchored within musket-shot of the enemy, attended by the boats of both ships, manned and armed. Le Régulateur was armed with a brass 18, and four 6-pounders, and had 80 men; le Napoléon one long 9-pounder, two 12-pounder carronades, two 4-pounders, and 66 men. It is but justice to say they were well defended, the action continuing, without intermission, an hour and three-quarters, when the survivors of the crews abandoned them, and landed in the woods, four only being made prisoners, one of whom was mortally wounded. They were then towed without the reefs; when le Régulateur (a remarkably fine vessel) sunk, and I am sorry to say a marine, belonging to H. M. S. under my command, went down in her; except this man I have not sustained any loss *."

The Wolfe was wrecked on Heneaga, one of the Bahamas, Sept. 5, 1806; but fortunately the whole of her officers and and crew were saved. Captain Mackenzie subsequently commanded the Cruiser, an 18-gun brig, on the Baltic station, where his boats assisted at the capture of a Danish vessel mounting 2 long 18-pounders, with a complement of 64 men; and destruction of two others, fitted for the conveyance of troops: the whole moored within half-pistol shot of a 3-gun battery, and protected by numerous soldiers on the beach †. He obtained post rank, Nov. 26, 1808.

This officer's last appointment was, Nov. 16, 1813, to the Creole frigate, in which, with the Astrea 36, under his orders, we find him successively touching at Madeira, Teneriffe, Senegal, Goree, the Cape de Verds, and Sierra Leone. The official report of his drawn battle with two French frigates off the island of Mayo, Jan. 23, 1814, has never yet been published; but a long account thereof is given in James's Nav. Hist., 2d edit. vol. vi, p. 380 *et seq.*; to which work, and the Nav. Chron. vol. xxxi, p. 495, we must refer such of our readers as may wish for information on that subject.

Agents.—Messrs. Stilwell.

* The Wolfe had 2 men killed and 4 wounded: the enemy's loss could not be ascertained; but, from the appearance of the schooners' decks, it was supposed to have been great.

† See Captain MICHAEL HEAD.

EDWARD PELHAM BRENTON, Esq.

SECOND son of the late Rear-Admiral Brenton, and brother to Captain Sir Jahleel Brenton, Bart., K. C. B., &c. Born July 19, 1774.

This officer entered the navy, in Nov. 1788, as a midshipman, on board the Crown 64, bearing the broad pendant of the Hon. William Cornwallis, with whom he sailed for India in Feb. 1789.

"Nothing deserving of historical notice occured on the passage out, except the incident of the squadron putting into Rio Janeiro, where it was received by the Portuguese with every outward mark of respect, and watched during its continuance in port with the most careful and jealous circumspection: * * * *. The wants of the squadron were relieved, and a timely check given to that dreadful disorder, the sea-scurvy, which had already begun to make its ravages among the men, owing to the quality of the provisions put on board in England. These consisted chiefly of the beef and pork which remained from the American war, and which, after lying five or six years in store, were, from a false principle of economy, supplied to ships bound on a long voyage, and requiring every attention to preserve the health of the crews *."

The Crown was the first British ship of the line that anchored in Port Cornwallis, which had been taken possession of the preceding year, and fortified, in consequence of the supreme government at Calcutta perceiving the distress to which our navy and commerce were likely to be reduced for want of a harbour on the coast of Coromandel. After making some observations there, the Commodore proceeded to another place farther north, on the Great Andaman, called North East harbour, which appeared to be better adapted for the required purpose than the other; and effective means were taken for establishing a dock-yard and forming an extensive settlement.

"The inhabitants of the Andaman islands," says Captain Brenton, "were few in number, but their hostility was at first troublesome; they were very expert with the bow and arrow, transfixing, as they wandered along the shore, the small fish with great certainty; and the wild hog sel-

* See Vol. I, p. 337 of "*The Naval History of Great Britain, from the Year* 1783 to 1822"—a work published by Captain Edward Pelham Brenton, in 1823.

dom escaped from the dexterity of his pursuers. * * * At North East harbour our boats rowed along the thick jungle, which projecting some feet from the land, grew over and touched the water, forming an impenetrable thicket, whence the savage shot his arrow in security with almost unerring aim: the boats returned with four men wounded, and disappointed in the object of their search, to find fresh water. The Commodore, with a strong party of officers and marines, landed on a small island, to which three canoes had been seen to go early on the same morning: on this spot the trees were, as on the main land, so thick, that our men could not penetrate; and as they walked round the sandy beach in search of an entrance, eleven of them received severe wounds from the arrows of the savages concealed in the wood. Some hours elapsed before they were discovered; at length, when seen in the tops of the trees, the enraged marines quickly despatched seven of them, and three were taken with their canoes. Never was man found in a more perfect state of nature: they were all males, without a vestige of clothing; their woolly heads smeared with a red ochre, their bodies tattooed; their stature under the middling size, or about four feet seven inches. They exhibited the utmost degree of terror when brought on board, with their hands tied behind their backs, and attempted to bite all who came near them, but were pacified by kindness, and soon became so familiar as to dance in their stile to our drum and fife. We had strong suspicion of their being cannibals, some of the governor's people at Port Cornwallis having been found murdered, and slices cut out of them, as if intended for food: they appeared apprehensive they were to meet a similar fate, and at night one of them jumped overboard and escaped; the other two, on the following day, were landed, and we saw them no more. On the recapture of Trincomalee in 1795, the possession of the Andaman islands was no longer of that advantage which they had promised to be in 1788, and the proposed naval establishment at North East harbour was laid aside. The small settlement of Port Cornwallis was retained, in order to preserve the British right to the islands, and in the course of the war our ships frequently resorted to them *."

Mr. Brenton continued on the East India station until Dec. 1791, at which period the Crown was ordered home, under the command of Captain Robert Manners Sutton; Commodore Cornwallis having previously shifted his broad pendant to the Minerva frigate.

Shortly after the Crown's arrival in England (May, 1792), Mr. Brenton was placed by the late Sir Philip Affleck, then a Lord of the Admiralty, on board the Bellona 74, Captain George Wilson. In Aug. 1794, we find him joining the

* See *id.* pp. 341—343.

Queen Charlotte, first rate, bearing the flag of Earl Howe, from which ship he was promoted into the Venus frigate, at the commencement of 1795, a period when "the princes of the house of Bourbon and the British ministers, notwithstanding the misfortunes which had happened to the royalists in la Vendee, began to entertain hopes that an impression might be made in the western part of France, by an armament composed of emigrants, and assisted by English ships of war.

"It had been represented, we fear, with too little regard to truth, that the Chouans of the Morbihan, and the country in the neighbourhood of Quiberon bay, required but small excitement to induce them to rise in arms against the existing government, and that a simultaneous movement would take place in La Vendee, where Charette and his ill-fated partisans had once more reared the royal standard. Glad of an opportunity to employ a large corps of emigrants recently taken into our service, the ministers listened to the propositions with eagerness and attention. An expedition was immediately planned; the naval part was placed under the command of Sir John B. Warren: that of the land forces was confided to the Count de Puissaye, an emigrant nobleman, who, whatever might have been his other good qualities, certainly was no soldier. No expense was spared; artillery, small-arms, ammunition, and provisions, were furnished in abundance; transports to convey them, and a squadron of ships of war ordered to attend their landing.

"They reached Quiberon bay on the 25th June, and were joined by a few hundreds from the broken and dispersed army of Conde, and the royalists collected at Coblentz, who had found their way to the Elbe, and embarked on board the British frigates Venus, Captain Lawrence William Halsted (of which ship Mr. Brenton was then third Lieutenant); Leda, Captain John Woodley, and Lark, sloop, Captain William Ogilvy. These ships proceeding to Spithead, were joined by some transports, and the whole reached Quiberon bay on the 16th July, after the landing of the great body was effected, and unfortunately only in time to partake of the general calamity that awaited them *."

In 1796, Lieutenant Brenton removed with Captain Halsted into the Phœnix 36, and assisted at the capture of the Dutch frigate mentioned at p. 430 of our first volume.

"The coast of Norway is well known to be indented with secure harbours, particularly between Christiana and North Bergen: in these the

* See *Nav. Hist.* Vol. II, p. 33, *et seq.*; also *Royal Nav. Biog.* Vol. I. Part I., note at p. 169 *et seq.*: and Vol. II, Part I. p. 43.

privateers of France found a sure asylum, and assistance in case of need; and while protected by the Danish government, committed the greatest depredations on our Baltic trade. Nor was it possible for the most vigilant cruiser to protect the convoys on all occasions, as they were obliged, of necessity, to pass near the Naze, on their passage to or from the Sleeve. The privateers and row-boats, concealed behind a rock, or in some little cove, darted on them, either by night or day, and boarding suddenly, carried them within some jutting head-land, or under the protection of a merely nominal battery, where a honey-combed gun, without ammunition, represented the power of Denmark, and established the neutrality of the port. This had long been endured by the merchants, when very serious complaints were made to Admiral Duncan, who sent Captain Halsted, in the Phœnix, with verbal and discretionary orders, to act as circumstances might require. The Phœnix was accompanied by a small squadron, and cruised off the harbour of Ejeroe *, not far from the Naze; where he soon gained information that a French and a Dutch cutter, with three English prizes, had taken refuge. Captain Halsted sent his boats in, and took them all out. The privateers, though vessels of force, surrendered without opposition; the enemy, as well as the Danes, cautiously avoiding to give the slightest justification of our aggression. The two privateers and the three merchant vessels were sent to England for adjudication; but, on a representation from the court of Copenhagen, were immediately returned to the place whence they were taken†."!!!

Shortly after this occurrence, so honorable on the part of the British government, Lieutenant Brenton left the Phœnix, in consequence of some disagreement with his commander, to whom he had been known ever since his first embarkation on board the Crown, of which ship Captain Halsted was then the first Lieutenant.

We next find the subject of this memoir serving as fourth of the Agamemnon 64, on the North Sea station. The mutiny which took place on board that ship, in 1797, is thus noticed at p. 423, *et seq.* of his first volume:

"On the morning of the 29th May, when the signal was made for the fleet to weigh, it was reluctantly complied with, and such ships as did weigh returned into Yarmouth roads: * * * * * * before twelve o'clock all of them had deserted the Admiral, except the Adamant 50, bearing the flag of Vice-Admiral Onslow; the Glatton, commanded by Captain Trollope; and the Agamemnon, by Captain Fancourt: at one o'clock the two latter

* *Quere* Hitteroe?

† See *Nav. Hist.* Vol. II, p. 102 *et seq.*

ships also mutinied, and leaving the Venerable and Adamant to proceed off the Texel, returned into Yarmouth roads. On board the Agamemnon little suspicion was entertained of an intention to mutiny, till the people had dined; when they were called by the boatswain's-mate, but none appearing, a petty officer came and gave information that the ship's company had retreated to the fore part of the lower-deck, and refused to come up: the Captain being acquainted with this, desired (Lieutenant Brenton) the officer of the watch, to accompany him down to speak to them: they went forward on the lower-deck, and found the men had made a barricade of hammocks from one side of the ship to the other, just before the fore hatchway, and had left an embrasure on each side, through which they had pointed two twenty-four-pounders; these they had loaded, and threatened to fire in case of resistance on the part of the officers: the Captain spoke to them, but being treated with much contempt, returned to the quarter-deck. A few minutes after a number of the people came up; some seized the wheel, while others rounded in the weather-braces and wore the ship, passing under the stern of the Venerable; the Admiral made her signal to come to the wind on the larboard tack, the same as he was on himself; she answered with the signal of inability. * * * On the following morning she reached Yarmouth roads, and joined three other ships, each having a red flag flying at her fore-top-gallant-mast-head: the Agamemnon hoisted one also, which was called by the delegates the flag of defiance. The officers kept charge of their watches during the whole of this time, the seamen obeying them in any order for the safety of the ship, but no farther. A meeting of the delegates was immediately called, at which it was decided, that the Agamemnon, Ardent, Leopard, and Isis, should go to the Nore to augment the number of ships at that anchorage in a state little short of open rebellion, but not with any view of assisting or being assisted by the enemies of their country; and it is certain that, had these put to sea, we should have immediately gone in pursuit of them, with the same zeal and loyalty as at the beginning of the war. As soon as the determination was made known of taking the ships to the Nore, the officers declined doing duty, and retired to their cabins or to the wardroom, where they remained unmolested, and were even treated with respect.

(P. 426) "The four ships anchored at the Nore about the 6th June, late in the evening, under the entire command of the quarter-masters and delegates, the pilots taking charge as usual. At this time they observed a heavy firing of great guns and musketry from the whole fleet assembled there, which they soon found was directed at the Serapis, that had effected her escape from among the mutinous ships, following the noble example of the Clyde, of 38 guns, commanded by Captain Charles Cunningham *. * * * * * *.

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* See *Royal Nav. Biog.* Vol. II. Part I. p. 78.

"It is impossible to describe the heat and irritation of the seamen at the Nore, at the time of the arrival and the accession of the four ships of the line to their cause; the insolence of the leaders was raised to such a height that it was difficult to say where their excesses might end; and it was intimated, by some of the delegates who came to visit the Agamemnon, that violence might be offered to the officers and their adherents. Under these melancholy circumstances,—into which they had been betrayed by the want of resolution and firmness in the captains of the four ships, and not by their tyranny,—the officers prepared for the worst, went to their cabins, put their pistols by their sides, and lay down in their clothes: a seaman was placed as sentinel at the ward-room door with *three* loaded pistols, two of which were stuck in his belt, and the third he held in his hand; but no incivility was offered to any one. At day-light the next morning the report of guns and small arms awoke them, and they saw, what they supposed to be, the execution of officers and men at the yard-arms of some of the ships, as they were run up in the smoke of the guns; and while hanging, volleys of musketry were fired at them; they now concluded that they should very soon share the same fate; nor was it till two or three hours afterward that they were undeceived, and informed that the figures suspended were only effigies meant to represent the Right Hon. William Pitt! * * * * * * About ten o'clock Richard Parker came on board the Agamemnon in his barge, with a band of music playing 'God save the King' and 'Rule Britannia'; the corps of marines maintained its good character to the last, and, had they been supported, would infallibly have quelled the mutiny in the North Sea fleet * * * * * *.

* (P. 432)—"The desertion of the Clyde, St. Fiorenzo, and Serapis, had thrown a damp over the spirits of the ringleaders; and however they might have affected to despise the act, or to rejoice at the accession of the four ships, it had very important consequences; it spread distrust among them, and led to doubt the firmness of each other; and every one sought by indirect means, to make his peace and secure his own safety; this was the secret feeling and principle of action among all except Parker and his most guilty adherents; * * * * *. The leading men on board the Agamemnon, not choosing to *resign* the situation of delegate, got drunk purposely, and were consequently dismissed by a vote of the ship's company.

(P. 434)—"The Leopard of 50 guns, under the command of Lieutenant Robb (the Captain having been sent on shore), had the distinguished honor of being the first to abandon the cause, after the infamous proposal of going over to the enemy was made known. * * * * *

(P. 436 *et seq.*)—"The example of the Leopard was soon followed by the Repulse of 64 guns. * * * * From this time the cause of mutiny rapidly declined; the ships deserted, one after the other, in quick succession. On the 13th June, the Agamemnon left the Nore, and went up to Tilbury fort, with the Standard, Nassau, Iris, and Vestal*."

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* See *Royal Nav. Biog.* Vol. I, Part I, note at p. 163.

Lieutenant Brenton was subsequently appointed first of the Raven sloop, commanded by the late Captain John W. T. Dixon, with whom he continued until that vessel was wrecked in the river Elbe, Feb. 4, 1798. We next find him joining the Agincourt 64, at the request of Captain John Bligh; in which ship he served, under the flags of Vice-Admiral Waldegrave and Sir Charles M. Pole, on the Newfoundland station, for a period of three years.

In 1801, Lieutenant Brenton was again applied for by Captain Bligh, and accordingly appointed to the Theseus 74, then fitting for the flag of Lord Radstock, who had recently been nominated commander-in-chief in India, but whose appointment was cancelled in consequence of the preliminaries of peace being signed on the 1st Oct., same year. The following anecdote is related at p. 416 *et seq.* of the "Naval History."

"The Dutch ships which surrendered to Admiral Mitchell * hoisted the Orange flag, and were stationed in different British ports, victualled and paid by England; they were not expected to perform much service, but were merely kept in passive neutrality. In order to give the reader an idea of the seamanship of the officers, and the efficiency of these ships, we shall mention a fact to which the author was a witness. The Ambuscade, of 32 guns, had just received a very expensive repair in the dock-yard at Sheerness, and was ordered thence to the Nore; in coming out of the harbour, it blew nearly a gale of wind; intead of having a sail suitable to the weather, they set their top-gallant-sails. The ship, when clear of the garrison-point, would not steer, and in a minute after upset, and went down: fortunately, the spot, where the accident took place, was in four fathoms water, consequently most of the people who were on deck were saved upon the side of the vessel; those who were below were all drowned except one. * * *.

"The author, at that time Lieutenant of the Theseus, was, with many other officers, very soon on the wreck of the ship; and as they walked on her larboard bends, her guns pointing to the zenith, and the sea washing over her, a sailor of the Theseus begged that he might be permitted to break open a lower-deck port (the Dutch frigates having generally two of a side); the officer replied that he might do so, but what purpose would it answer? 'Please your honor,' said the sailor, 'I think there is some poor devil of a Dutchman alive below.' The officer, though not so sanguine in his hopes, gave permission, and the sailor went to work with his axe (one was always kept in each boat). The port was opened, and up rose a Dutchman, who made but one spring into the Theseus's cutter, res-

* At the Texel—see *Royal Nav. Biog.* Vol. I, Part II, p. 414 *et seq.*

cued by this honest fellow from a lingering and painful death. Not satisfied with what he had done, the sailor, through the opening he had made, descended into the lower-deck, while chests, bags, and hammocks, floated up against the side (to which the water reached within one foot) and prevented the approach of those who might yet be alive. Another man, however, was taken hold of by the persevering tar; but the poor Dutchman, exhausted and feeble, slipped from his grasp, and sunk to rise no more!"

The following extract from the same volume brings us to the close of the author's services as a Lieutenant.

"No sooner were the preliminaries of peace signed in Europe, than it became necessary to send a strong squadron of observation to the West Indies. By one of the articles of the treaty, the French were to be permitted to send a large force to reconquer the island of St. Domingo. Hopeless attempt! but nevertheless, at the instigation of the planters, it was undertaken. The army of le Clerc, consisting of 30,000 men, was embarked in ships of war and transports, and sailed for their fatal destination, whence few, if any, were ever to return; it was supposed that the chief consul was willing thus to dispose of a supernumerary body of men, which the leisure of peace did not permit him to employ at home: glad to rid himself of their importunities, he sent them on a forlorn hope, where, whether successful or not, a great object would be gained to the state.

"To watch this formidable armament, the scene of whose operations was within sight of Jamaica, it became absolutely necessary to send a fleet of ships to the West Indies, besides those already on that station. Rear-Admiral Campbell sailed with six ships of the line in Feb. 1802; he was followed by Commodore Stopford with seven more, in the month of March. These squadrons, having touched at Barbadoes and Martinique, ran down to Jamaica, where Sir John Duckworth, having formed a fleet of twenty-two sail of the line, sent them under the orders of Rear-Admiral Campbell to cruise off the Navassa, a small island between Point Morant and Cape Doña Maria. This service lasted until the month of July, when the news arrived of the signing of the definitive treaty: the fleet was divided into squadrons; one of which was sent to England, another to Halifax, and a third, consisting of the best ships, was retained upon the station until the renewal of the war in the following year. Commodore Stopford remained commander-in-chief at Martinique, Rear-Admiral Totty having then recently died of the yellow-fever.

"The author was at this time third Lieutenant of the Theseus, commanded by his respected and valuable friend Captain (now Rear-Admiral) John Bligh: from this ship he was, by the kindness of the Earl of St. Vincent, appointed commander of the Lark sloop of war, and he returned to England in Aug. 1802."

During the short peace, Captain Brenton sent to the Admiralty the model of a gun-boat, sharp at both ends, and car-

rying her gun on a slide, which might at pleasure be lowered into the boat's bottom as ballast, or raised to fight, either advancing or retreating. This boat, simple in her design, was highly approved of by Earl St Vincent, but justly condemned by many as being very clumsy, the builder having made a mistake in her scantling.

At the renewal of hostilities, Captain Brenton was appointed to the Merlin, an old collier fitted as a sloop of war, and mounting sixteen guns between decks; in which vessel he was frequently engaged with the enemy's flotilla and land batteries in the neighbourhood of Havre. On the 27th Oct. 1803, he drove on shore, and directed the destruction of a French privateer of 2 guns and 30 men*.

In Dec. following, Captain Brenton was sent by Captain R. D. Oliver to destroy the Shannon 36, which frigate had run on shore under the strong batteries of Tatihou island, near La Hogue, from whence the enemy were about to remove her, as she had sustained but little damage.

"The crew were made prisoners, and marched into the interior: and the enemy preparing to get the ship off, were prevented by the zeal and enterprise of two young officers, Lieutenants John Sheridan, and Henry C. Thompson, who, with a select band of men from a sloop of war, boarded her in the night, and set her on fire. The forts opening upon them, continued a heavy but ineffectual discharge of artillery, and they returned to their ship without a man being hurt. At day-light not a vestige of the frigate remained above water. The loss of this ship may be easily accounted for. She stood from Cape La Heve towards La Hogue, with a gale of wind at S. S. W.; as she approached the latter the tide took her under the lee-bow, and carried her up towards the river of Isigny, and when the Captain" (Edward Leveson Gower) "supposed himself to the northward of Cape Barfleur, he had that light-house bearing about north. The night was extremely dark and tempestuous: the Merlin sloop of war, which was in company, made the land about eight o'clock, in a flash of lightning, and instantly wore, under her fore-sail and close-reefed main-top-sail. About this time the Shannon must have grounded†.

It will be seen by reference to the first three pages of this volume, that the Merlin formed part of the squadron under Captain Oliver, at the bombardment of Havre, July 23, and

* See p. 180 of this volume.

† *Nav. Hist.* Vol. III, p. 102.

Aug. 1st 1804. In Jan. following, Captain Brenton was appointed to the Amaranthe, a fine new brig, mounting 18 guns, with a complement of 120 men. From that period until his promotion to post rank, he appears to have been very actively and successfully employed on the North Sea and Leeward Islands stations.

"In the month of Nov. 1808, Sir Alexander Cochrane received orders to blockade Martinique, preparatory to its invasion. The island, from the vigilance of our cruisers, became daily more straitened for provisions: the Americans in vain endeavoured to relieve it; and the British merchants of the neighbouring islands scrupled not, in defiance of the blockading squadron, and of every moral obligation and duty to their country, to supply our enemies with the most essential articles for their defence and subsistence. The captures made by our cruisers, and the number of American vessels condemned for breach of blockade, exceeded that of any former period; and so deeply sensible was Buonaparte of the wants of the island, and of its importance to France, that he despatched squadrons of fast sailing frigates, corvettes, and schooners, with provisions, ammunition, and artillerymen; most of which were intercepted.*"

The destruction of three French national vessels by the Amaranthe and her consorts, on the 13th Dec. 1808, is thus described by the officer under whose immediate orders Captain Brenton was then serving:—

"*H. M. S. Circe, off St. Pierre's, Martinique, Dec.* 14, 1808.

"On Monday, at 11 A. M. his Majesty's brig Morne Fortunée informed me by signal, that an enemy's brig and two schooners were at anchor off the Pearl. I immediately recalled the look-out vessels, named as per margin†, and made sail towards the enemy. On our nearing St. Pierre's, I perceived a large French schooner towing along shore, under cover of a number of troops. The schooner finding it impossible to get between St. Pierre's and the Circe, the Stork closing fast, they ran her on shore under a battery of four guns, flanked by two smaller ones, and the beach lined with troops. The signal was then made to close with the enemy, and engage in succession, the Circe leading, followed by the Stork and Morne Fortunée: being within pistol-shot the small batteries were soon silenced, and the troops driven from the beach. Seeing the brig and schooner unloading, I directed the Morne Fortunée to watch the schooner in shore,

* *Nav. Hist.* Vol. IV, p. 267.

† Stork, ship-sloop, Captain George Le Geyt; Epervier brig, Captain Thomas Tudor Tucker; and Express schooner, Lieutenant William Dowers. The Morne Fortunée, gun-brig, was commanded by Lieutenant John Brown.

and to give similar orders to the Epervier, on her coming up. We then made sail towards the brig and the other schooner, which were lying well to windward, close to the beach, under cover of four batteries, and an immense number of troops and field-pieces, which they had brought down to protect her. Having placed the barge and two cutters under the command of Lieutenant Crooke, Mr. Collman (purser), Mr. Smith (master), and Mr. Thomas (carpenter), who handsomely volunteered with 68 men to bring the brig out, I then made sail with the Stork and Express towards her, and directed the boats to lie off until the brig's fire slackened. It getting late, the vessels lying close in with the rocks, and having no pilot on board, I stood in, and was handsomely seconded by Captain Le Geyt, of the Stork. The ships did not commence action until our men were wounded from the beach with musketry. We then bore up under a heavy fire of great guns and small arms. Having passed the batteries and the brig, the Circe's boats, not waiting for the Stork's to come up, boarded in the most gallant manner; and it is with extreme concern I have to add, that their gallantry did not meet with its due reward: they were beat back with dreadful slaughter; one boat taken and one sunk, the other entirely disabled. Our loss in the boats killed, wounded, and missing, amounted to 56," (9 of whom were slain, and 21 wounded). "By this time it was dark. I stood off until day-light, determining to persevere and destroy the brig if possible. In the evening I was joined by the Amaranthe, who watched the brig during the night.

"At 8 A. M. we perceived she had weighed: Captain Brenton, in the most handsome manner, volunteering to bring her out (she was then towing and sweeping close in shore towards St. Pierre's), the boats of the Circe and Stork, and men from the Express, were sent to tow the Amaranthe up, who was at this time sweeping and using every exertion to close with the enemy. At 10, the French brig grounded near several batteries, to the northward of St. Pierre's; the Amaranthe tacked, and worked in under a heavy fire from the batteries and brig (from which she suffered considerably, having 1 killed and 5 wounded), followed by the Circe; the rest of the squadron engaging the batteries to leeward. The Amaranthe's well-directed fire soon obliged them to quit the brig. Lieutenant Hay, of that sloop, on this service distinguished himself very much, and speaks of the gallantry of Messrs. Brooke and Rigmaiden, of the same vessel, in very handsome terms, who, with the boats of the Circe, Amaranthe, and Stork, boarded her under a heavy fire from the batteries and troops on shore. Lieutenant Hay, finding her bilged, and that it was impossible to get her off, effectually destroyed her in the evening. Captain Brenton again volunteered to destroy the schooner then on shore: I ordered Lieutenant George Robinson, second of the Amaranthe, but acting first of the Circe, on this occasion to follow the directions of Captain Brenton. At nine o'clock I had the pleasure to see her on fire, and burnt to the water's edge. I am sorry to add, that, on this service, Mr. Jones, master of the Ama-

ranthe, was wounded; and one seaman killed, and three wounded, belonging to the Express *.

" The captains, officers, and men of the squadron you did me the honor to place under my command, behaved with that coolness and intrepidity inherent in British seamen, *particularly the Amaranthe, whose gallant conduct was noticed by the whole squadron.* From the troops of the Royal York Rangers, doing duty as marines, I received every assistance. Lieutenant Crooke, who commanded the boats, I am sorry to say, is severely wounded in four places; the loss of this gallant young man's services is severely felt on board the Circe. I am likewise sorry to add, that Mr. Collman is among the number dangerously wounded; his conduct on this, and other occasions, deserves my warmest approbation.

" The brig destroyed was la Cygne, of 18 guns and 140 men, with flour, guns, &c. for the relief of Martinique. The two schooners had likewise flour, and were armed; I have not yet learnt their force or names; I am happy to say, that the one left off the Pearl is on shore bilged.

(Signed) " F. A. COLLIER."

" *To Rear Admiral Sir Alexander Cochrane, &c.*"

Captain Brenton also assisted at the capture of many vessels bound to the relief of Martinique, but was defrauded of most of his prize-money through the roguery of the agents employed to conduct his affairs. During the subsequent operations against Martinique, he served on shore with the rank of Lieutenant-colonel, under the orders of Commodore Cockburn.

" In the month of January" (1809) " the British forces began to assemble at Barbadoes, and soon after took their positions round the island of Martinique. * * * *

" The reduction of Pigeon Island has always been a prelude to any attempt against the town of Fort Royal, and the once tremendous fortresses of Bourbon and Republique. This island commands the anchorage in the upper part of the bay. Captain Cockburn and Brigadier-General Sir Charles Shipley reconnoitred the ground, and fixed on Morne Vanier (a steep hill) as the most proper situation to erect their batteries. On the night of the 31st Jan., a 13-inch mortar was landed and mounted by Lieutenant Burton, of the Neptune; and on the morning of the 1st Feb. opened its fire on the astonished garrison * * * *. The artillery was landed under the direction of Captain Cockburn, who was directed to hoist a broad pendant on board the Pompée 74, and to take the rank of a Brigadier-General. The obstructions to our landing were numerous: the ruggedness of the rocks, and the fire of the enemy's battery of Pigeon Island

* The Stork had also one man killed and one wounded.

on our boats, as they opened the point of land between the fleet and that fort, gave us considerable annoyance. Two of the Pompée's men were killed by the bursting of a shell. A road was cut through a very thick wood to the top of Morne Vanier, which overhung Pigeon Island: a 9-inch hawser was next carried up and secured to the stumps of trees, and from this hawser tackles were attached to the guns. The sailors, delighting in such work, ran down the hill with the tackle-falls, as the guns flew up with almost incredible velocity, notwithstanding the depth of the mud, the incessant rain, and the steep acclivity of a newly cut road.

"There is something indescribably animating to the mind of British seamen, whenever they are ordered to land with a great gun. The novelty of getting on shore, and the hopes of coming into action, give a degree of buoyancy to their spirits, which carries them to the highest pitch of enthusiasm. A hundred sailors, attached by their canvas belts to a devil-cart, with a long 24-pounder slung to its axletree, make one of the most amusing and delightful recollections of former days. On this occasion, when the Governor, the worthy and gallant Villaret, was told how they were dragging the cannon along, he replied, '*It is all over with us.*'

"Works were in the mean time thrown up behind some brushwood on the top of the hill; and in the evening of the 3d, a battery of one 13-inch mortar, and three 8-inch howitzers, was ready to open from Morne Vanier against Pigeon Island. It began at six o'clock the same evening, and continued with very little intermission till day-light the next morning, when the fort hung out a flag of truce and surrendered. This was no sooner perceived at Fort Royal, than the Amphitrite, a beautiful frigate of 44 guns, lying in the Carenage, was set on fire and destroyed *.

"Having reduced Pigeon Island, Commodore Cockburn was directed to cross the bay, and take possession of the anchorage at Negro Point. This was immediately effected, in a small but beautiful sandy cove. All the guns and mortars intended for the investment of fort Bourbon, on the side of Tartanson, were landed. * * * * A brigade of 600 seamen formed a strong battery within 1200 yards of Bourbon, on the side of the river Monsieur. The lower-deck guns of the Intrepid were landed at Paradise bay, where the enemy had abandoned two strong forts. The navy, without any interruption to their labours, advanced with their guns to Tartanson, where 'the sailors' battery' was constructed; and on the 19th Feb. we had completely invested the fort * * * *.

* * * * "Sunday the 19th, at 5-30 P. M., was the time agreed on for commencing the attack: at the same minute the fire from all our batteries opened. The scene was awfully grand; and as the evening advanced, was magnificent beyond all description. The whole hemisphere was illumi-

* The spirited conduct of Captain (now Sir S. John-Brooke) Pechell, led to this result. See p. 365.

nated with continued streams of fire, with the flashes of guns, and the bursting of shells. The fire of the enemy was equally severe. * * * * On the 22d a great explosion was observed in the fort, which we afterwards learned was occasioned by their small magazine having been blown up by one of our shells. On the same night the laboratory tent, in the rear of our great mortar battery, exploded, killing and wounding 9 men belonging to the Amaranthe. This accident was caused by the tent having been incautiously placed directly to leeward, and within a few yards of the mortars, the sparks from which ignited the powder. * * * * On the 24th, after an almost incessant bombardment of five days, Villaret capitulated. * * * The terms were nearly similar to those of other colonies, with the exception of the entire demolition of fort Dessaix; and that the garrison should be taken to France in British ships, and there exchanged for British subjects*."

After the reduction of that valuable colony, Captain Brenton was appointed to the Belleisle 74, bearing the broad pendant of Commodore Cockburn,

"The French garrison was embarked on board the Belleisle, and the Ulysses 44, with seven sail of transports. Commodore Cockburn, having the captain-general and all his staff embarked on board the Belleisle, proceeded to Europe, agreeably to the terms of the capitulation†.

"On the 23d April, the Commodore anchored in Quiberon bay, with the Ulysses and convoy. Colonel Boyer, chief of the staff taken on the island, was immediately sent with a letter from the captain-general to the minister of the marine, and another from Commodore Cockburn to the same personage, stating the circumstances under which they had arrived. The boat which landed Colonel Boyer, in the Morbihan, brought a note from him, stating that an officer was waiting there for the arrival of the prisoners, with full powers to treat for their exchange. The word 'treat' was understood to conceal some chicanery, by which the enemy were to gain possession of their men, without returning ours. The capitulation of Martinique had been received in France previous to our arrival, or how should an officer have been 'waiting for us with full powers?' and had there been any honorable intention of fulfilling the treaty, an equal number of British prisoners would have been prepared to embark. 'Treating' had ended at Martinique before the men laid down their arms. We must therefore relate one more instance of the falsehood of Napoleon.

"Monsieur Redan, the commissioner, soon appeared, covered with sil-

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* *Nav. Hist.* Vol. IV, p. 362 *et seq.*

† The governor of Martinique was the well known Villaret Joyeuse, the opponent of Earl Howe, June 1st, 1794.

ver lace and smiles; he approached and saluted the commodore, after which he pronounced some flattering eulogiums on the valour and generosity of England, particularly of her navy; and did not fail to claim a large share of those qualities for the great Napoleon, and the French nation. So earnest was Monsieur Redan to begin the work of exchange, that he proposed immediately disembarking the prisoners; but the commodore was in no such hurry. He observed to Monsieur Redan, that he would proceed up the bay, nearer to the town, for the purpose of more ready communication, and in the mean time the Ulysses should remain off Hedic with the transports. This was of course agreed to, under the stipulation also provided by the commodore, that during any delay of negotiation, the British and the prisoners should be supplied with such refreshments as they might require after their long voyage and arduous services.

"On the following day, the commissioner again appeared, with a joyful countenance; 'Allons, Monsieur le Commodore, toute est arrangée.' 'I am glad to hear it,' said the commodore, 'but where are the 2400 Englishmen in exchange for as many Frenchmen?' 'Je les ai dans ma poche,' replied the flippant commissary. The commodore looked very grave, and returned no answer to this impertinent familiarity; whilst Monsieur Redan handed from his pocket a list of 3700 Englishmen, whom he pretended had been liberated by French cruisers, observing that the commodore would no doubt redeem the honor of his country by taking up these receipts; and then with the most unparalleled effrontery he added, 'When Monsieur le commodore has put on shore the whole garrison of Martinique, he will still be indebted to the French government 1300 men!' It is very easy to suppose the kind of answer given to this insolent Frenchman, who affected, or perhaps really felt some surprise, that his proposals were rejected. He entreated, however, that the commodore would wait the return of a courier from Paris: this was granted, and in the mean time a constant and vigilant guard was kept on the motions of the prisoners. At the end of four days, an answer arrived from the minister of the marine, repeating the former rejected proposals as a *sine qua non*; and Monsieur Redan intimated, that unless these terms were acceded to, all further communication with the shore was to be interdicted. Turning with indignation from the agent of a government so faithless, and which could thus cruelly forsake its servants in the hour of extreme distress, the commodore ordered the signal to be made to weigh; it was instantly complied with; and as the squadron moved out of the bay, it was followed by numerous boats, in which were the wives, the parents, the children, of many of the unhappy prisoners, in a state of grief which it would be vain to attempt to describe. The poor men, afraid to trust each other, shouted, with ill dissembled joy, 'Vive Napoleon!' This was the magnanimous and humane Emperor, who consigned his soldiers 'to the confinement of hideous pontons;' and separated them, at least in this world, from all that renders life worth re-

taining. Look, after this, at the termination of his captivity, and say, whether the decree of Providence was not founded in justice*."

On his arrival at Spithead, Captain Brenton found himself posted for his gallant conduct in the affair with la Cygne, and that his commission was dated back to the day on which he so highly distinguished himself.

"Sir Arthur Wellesley having the command of the British army in the peninsula, and his plans being crowned with singular success, the government determined to send out his brother, the Marquis Wellesley, as ambassador to the Supreme Junta of Seville. His lordship embarked at Portsmouth, on board the Donegal 80, Captain E. P. Brenton (acting for Captain Malcolm), and sailed on the 24th July, 1809. The ship arrived at Cadiz on the 1st August; and as she let go her anchor, at 9 o'clock in the morning, the batteries round the harbour from Santa Catalina to the light-house, together with the guns and musketry of the shipping in the harbour, were celebrating, by continued discharges, the victory then recently obtained by the British army on the plains of Talavera. The coincidence was singular; the news of the event having just reached the city as the arrival of the British ambassador was announced †."

The Donegal returned home with the Marquis Wellesley, in Nov. 1809; and Captain Brenton, being then superseded, remained on half pay till April 1810, when he obtained an appointment to the Cyane 22. In Sept. following, he was appointed to the Spartan frigate, as a mark of attention to his brother, whose severe wounds prevented him from continuing in active service ‡.

After cruising for some time on the French coast, Captain Brenton was sent to reinforce the squadron under Vice-Admiral Sawyer, on the Halifax station, where he appears to have been very actively employed for upwards of two years. The following American privateers were captured by the Spartan in July 1812:

Active, schooner, of 2 guns and 20 men; Actress sloop, 4 guns and 53 men; Intention schooner, 1 gun, 3 swivels, and 29 men.

Early in the following month, her boats assisted at the capture and destruction of six other armed vessels, in the bay of Fundy; viz.

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* *Nav. Hist.* Vol. IV. p. 377 *et seq.* † *Id.* p. 343.

‡ See *Royal Nav. Biog.* Vol. II. Part I. p. 268 *et seq.*

The Morning Star, of 1 gun, 4 swivels, and 40 men; Polly, of similar force; Madison, Olive, and Spence, each mounting 2 guns; and Commodore Barry, a revenue cutter, pierced for 10, but only mounting 6 guns.

Among numerous other prizes taken by Captain Brenton, but condemned as droits of Admiralty, were the Melanthe, a beautiful ship, from Valparaiso, with a cargo of hides and copper; and a brig laden with merino wool, opium, and wine; each having on board several thousands of dollars. The Spartan being found defective, was paid off about Sept. 1813.

Captain Brenton's next appointment was, April 11, 1815, to the Royal Sovereign, a first rate, fitting for the flag of Rear-Admiral Hallowell, which ship he fully equipped in the short space of 18 days; part of his crew at the same time employed rigging and completing the stores of a brig, whose commander was thanked by the Admiralty for his diligence, although the active exertions of Captain Brenton and his first Lieutenant were not even acknowledged.

On the 31st of the following month, Captain Brenton was removed to the Tonnant 80; the command of which ship he resigned in Nov. 1815. His "Naval History" has been so long before the public as to render any remark of ours upon that work superfluous. Contemporaries are not always the most impartial judges—posterity will decide whether he has or has not been profitably employed. That he has made many enemies is certain; but we have no doubt that he has also gained some friends. His style will be seen by the preceding extracts.

Captain Brenton married, Mar. 29, 1803, a daughter of the late General Thomas Cox.

Agent.—J. Hinxman, Esq.

FRANCIS AUGUSTUS COLLIER, Esq.

A Companion of the Most Honorable Military Order of the Bath; and a Knight of the Persian Order of the Lion and Sun.

Second son of the late Vice-Admiral Sir George Collier, Knt. whose services are recorded in the Naval Chronicle, Vol. XXXII, p. 265 *et seq.* and at pp. 353—400.

This officer entered the navy as a midshipman on board the Magnanime 44, Captain Isaac Schomberg, formerly Sir George Collier's first Lieutenant in the Canada 74. He subsequently joined Nelson's flag-ship, the Vanguard, in consequence of that great warrior having waited upon Lady Collier, at Bath, and expressed a particular wish to have him "under his wing."

Mr. F. A. Collier's commission as a Lieutenant bears date April 11, 1803; at which period we find him serving in the Osprey sloop, on the Leeward Islands' station. On the 23d Mar. 1804, he distinguished himself by his "bravery and activity" in a most spirited action between that vessel and l'Egyptienne French privateer (formerly a republican frigate), mounting 36 guns, long 12 and 9-pounders, with a complement of 248 men. In this affair the Osprey had one man killed and 16 persons wounded; the enemy, whose ship escaped through superior sailing, 8 slain and 19 wounded*.

The subject of this memoir was subsequently removed to the Centaur 74, bearing the broad pendant of Commodore Samuel Hood. In Mar. 1806, he commanded the Wolverene brig, on the same station, and captured le Tremeuse French national schooner, of 3 guns and 53 men. Toward the close of 1808, he was appointed acting Captain of the Circe frigate, and entrusted by Sir Alexander Cochrane with the command of a squadron stationed from the Diamond to the Pearl rocks, for the purpose of cutting off the supplies which the enemy were then endeavouring to throw into Martinique. A copy of his official letter reporting the destruction of la Cygne French brig of war, and two schooners laden with flour and provisions for the use of the blockaded garrison, will be found at p. 420 *et seq.* of this volume.

During the subsequent operations against Martinique, Captain Collier appears to have commanded the Star sloop of

* The Osprey, Captain George Younghusband, mounted 16 thirty-two-pounder carronades and 2 long sixes: her complement consisted of 120 officers, men, and boys. L'Egyptienne was taken by Captain Conway Shipley, on the 27th of the same month—see p. 392.

war. His post commission, however, was dated back to the day on which la Cygne was destroyed, Dec. 13, 1808.

From this period we lose sight of Captain Collier until his appointment to the Cyane 22, about Sept. 1810. In Dec. following he witnessed the destruction of l'Elize French frigate, which had run on shore to the northward of Tatihou island, when attempting to escape from la Hogue *. From Oct. 1812 until Aug. 1815, he commanded the Grampus of 50 guns, principally on foreign service.

Captain Collier was nominated a C. B. Dec. 8, 1815; and appointed to the Liverpool frigate, fitting for the East India station, Feb. 11, 1818. The following account of the manner in which he was employed is taken from "Brenton's Naval History," Vol. V, p. 265 *et seq.*:

"The pirates of the Persian Gulf having forgotten the chastisement inflicted on them by Captain Wainwright †, began again, after a lapse of nine years, to follow their former practices. The government of Bombay fitted out an expedition to destroy them; and Major-General Sir William Grant Keir was intrusted with the command of the troops. Captain F. A. Collier, of H. M. S. the Liverpool, conducted the naval part, followed by two sloops of war, some Bombay marine and transports.

"Rear-Admiral Sir Richard King, who was commander-in-chief in the East Indies at that period, had given such orders to Captain Collier, as had completely met the whole exigencies of the case. The most perfect harmony prevailed, as it ever should, between the army, navy, and civil service: 4928 tons of transport shipping were employed on the expedition, containing a body of 3000 troops. * * * * Ras-al-Khyma, the principal resort and head-quarters of these free-booters, was again taken, the fortifications destroyed, and all their vessels burnt or sunk. The Lords Commissioners of the Admiralty, as well as the government of India, expressed themselves highly satisfied with the conduct of Captain Collier, and the Commanders Loch and Walpole, of the Eden and Curlew sloops ‡.

The Liverpool being bought at Bombay by a Persian prince, for the purpose of protecting the trade against any future pirates, her captain, officers, and crew were transferred to the Ganges, a new teak-built ship of the line, in which they arrived at Spithead, Oct. 6, 1822. The subject of this memoir

* See Vol. II. Part I. p. 301.

† See Memoir of SAMUEL LESLIE, Esq. a Post-Captain of 1812.

‡ Captain Loch was made post in 1814.

has recently sailed to assume the chief command on the coast of Africa, with his broad pendant in the Sybille frigate. His brother, Henry T. Browne Collier, obtained post rank Dec. 26, 1822.

Agents.—Messrs. Goode and Clarke.

GEORGE MILLER BLIGH, Esq.

This officer entered the service in 1794, as a midshipman on board the Alexander of 74 guns, commanded by his father, the late Admiral Sir Richard Rodney Bligh, G. C. B., and was in that ship when she was captured by a French squadron under Mons. Neuilly, on the 6th Nov. following.

The heroic defence of the Alexander has never been surpassed in our naval annals. Her gallant commander's official account of that desperate conflict will be given under the head of Commander James Godench: the sufferings endured by her officers and crew, during their imprisonment, have been described at p. 702 of our second volume.

After a captivity of six months' duration, Mr. George M. Bligh fortunately effected his escape from Brest, and returned to England in an American ship, on board of which was Lady Anne Fitzroy (sister to the Duke of Wellington), who had been taken in a packet when coming home from Lisbon. We subsequently find him serving in the Brunswick 74 *, Agincourt 64, Quebec 32, and Endymion 40; from which latter frigate he was promoted, immediately after passing his examination, in 1801.

During the remainder of the French revolutionary war, Mr. Bligh served as a Lieutenant of the Brunswick, then commanded by Captain George Hopewell Stephens; and at the renewal of hostilities he had the gratification of being appointed to the flag-ship of Lord Nelson, whose high opinion of, and good will towards him, will be seen by the following copies of letters addressed to his highly-respected father:

* See p. 161 of this volume.

"*Victory, March* 19, 1804.

"My dear Admiral,—Your son is a very good young man, and I sincerely hope that, now your flag is up, you will be able to promote him. It would give me great pleasure to do it, but I see no prospect, unless we capture the whole French fleet in Toulon; therefore do you consider about him. You are sure of my regard, but I cannot kill people, and I am more likely to go off myself than any one about me. I have many thanks to give you * * * * *."

"*Victory, October* 12, 1804.

"Your kind present of newspapers of Aug. 13th and 21st arrived safe, for all which accept my sincere thanks. Your son has never done wrong, that I can answer for, since he sailed in the Victory, and I wish I could promote him, but I see no prospect: the Admiralty fill all vacancies except *death*, and nobody will die; therefore I recommend you to ask Lord Melville to let him be put upon the Admiralty list, and then I may be able to give him the step, which will afford great satisfaction to, my dear Admiral, yours, &c."

"*Victory, March* 31, 1805.

"Many thanks for your constant and kind attention in sending me newspapers. Your son is certainly upon the Admiralty list, but so far down that nothing less than the French and Spanish fleets being captured can give him a reasonable chance—however, it is good to be upon that list. I can assure you that your son is an excellent young man. You must forgive my short letter, and only believe that I am ever, my dear Admiral, your most faithful servant,

(Signed) "NELSON AND BRONTE."

"*To Vice-Admiral Bligh.*"

Three days previous to the glorious battle of Trafalgar, Mr. Bligh was appointed by Nelson to command the Etna bomb; but that vessel being then absent from the fleet, he continued to do duty as Lieutenant of the Victory, and was very dangerously wounded, at his quarters on the forecastle, towards the close of that memorable battle, a musket-ball having struck him in the breast, and passed in an oblique direction through his left side. His commission as a Commander bears date Jan. 25, 1806; at which period he was appointed to the Pylades sloop of war, then at Falmouth, with a convoy bound to the Mediterranean. We should here observe, that the Admiralty had previously refused to confirm his appointment to the Etna, and had directed him to join the Ocean 98, fitting for the flag of Nelson's successor; but which he declined doing

in consequence of not having sufficiently recovered from his wound, and the unhandsome treatment he experienced from the Board.

Captain Bligh continued in the Pylades, actively employed on the Mediterranean station, upwards of three years. On the 2d May 1808, he captured the Grand Napoleon French privateer, pierced for 10 guns, but only four mounted, with a complement of 38 men. His promotion to post rank took place Dec. 27th following.

From the Pylades, Captain Bligh removed to the Glatton 56, in which ship he took charge of the homeward bound trade collected at Malta, in the spring of 1809. He subsequently commanded the Acorn, a post sloop, forming part of the naval force employed protecting Lissa, under the orders of Captain (now Sir Murray) Maxwell, who makes the following mention of him (in his official letter to their senior officer, reporting the capture of la Pomone French frigate) Dec. 1, 1810:—

"Captain Bligh, of the Acorn, to whom I have entrusted the defence of Lissa in our absence, has had an arduous duty to perform; but no difficulties arise, when all are actuated by zeal for his Majesty's service: and the little squadron you have done me the honor to entrust me with, possess it in an eminent degree."

Captain Bligh's last appointment was, July 25, 1814, to the Araxes frigate, fitting for the Jamaica station; from whence he returned to England, for the purpose of being paid off, in July 1816. He married, on the 2d Dec. in the following year, Miss Catherine Haynes, of Lonesome Lodge, near Dorking, co. Surrey.

Agent.—John Chippendale, Esq.

WILLIAM WILBRAHAM, Esq.

Received his first commission in 1801; was made a Commander Aug. 12, 1807; and promoted to post rank Jan. 13, 1809. He died Nov. 29, 1824.

CHARLES GILL, Esq.

A Companion of the Most Honorable Military Order of the Bath.

THIS officer was second Lieutenant of the Superb 74, Captain Richard G. Keats, on the memorable 13th July, 1801; and first of the same ship in Sir John T. Duckworth's action, off St. Domingo, Feb. 6, 1806*. His commission as a Commander bears date April 2, 1806.

In the autumn of 1808, Captain Gill was appointed to the Onyx, a new brig, mounting 8 eighteen-pounder carronades and 2 long sixes, with a complement of 76 officers, men, and boys. The exploit for which he was deservedly advanced to post rank, is thus described by himself in an official letter, dated Jan. 10, 1809:

"On the morning of the 1st instant, at day-light, when in lat. 53° 30′ N. long. 3° E., we discovered a strange brig on the lee-bow, standing to the southward, upon which we made the private signal. She immediately shewed Dutch colours, and hove to, as if prepared for battle. We kept our wind until eight o'clock, when, being perfectly ready, we bore down and brought her to close action. The enemy attempted several times to rake us, but, from our superior sailing, we were enabled to foil every attempt. At 10-30 she struck her colours, being much cut up in her sails and rigging, and having most of her guns disabled by the superior fire kept up from the Onyx, which, considering the very heavy sea, displayed a cool and steady conduct, far beyond any thing I could expect from so young a ship's company, and merits my warmest commendations. She proved to be the Dutch national brig Manly, formerly British, and captured by the Dutch in the river Ems. She mounts 12 eighteen-pounder carronades, and 4 long brass 6-pounders, with a complement of 94 men. I am happy to say, our loss is much more trifling than might be expected from so long and close a conflict, which can only be accounted for by the heavy sea running the whole of the time, having only 3 wounded" (one mortally, one badly, and one slightly), "and the enemy 5 killed and 6 wounded.

"I feel more pleasure in announcing her capture, as she sailed from the Texel, in company with another brig, for the sole purpose of annoying and intercepting our trade with Heligoland.

"I beg leave to recommend to their Lordships' notice my first Lieutenant, Mr. Edward William Garrett, who is an old and very deserving officer, and to whose advice and assistance I feel much ind[illegible]ted; also Mr.

* See p. 271 of this volume, and p. 346 of Vol. I. Part I.

William Trewren, the second Lieutenant, who is likewise a deserving good officer, to whose zeal and activity the service stands much indebted *. I cannot pass over in silence the assistance I received from Mr. G. D. Louis, acting master, whose exertions in manœuvring the brig, so as to completely foil the enemy's schemes to rake, evinced great professional skill, and whose conduct the whole of the time was highly meritorious; as well as that of Mr. Z. Webb, the purser, who volunteered his services in the direction of the small-arm men and marines."

Captain Gill and his first Lieutenant were both promoted in consequence of this action, their respective commissions bearing date Jan. 16, 1809. We next find the former officer commanding the St. Domingo 74, which ship bore the flag of Sir Richard J. Strachan, at the reduction of Flushing, in the month of August following.

Captain Gill's last appointment was, Dec. 20, 1812, to the Cleopatra, 32, then on the Halifax station; which frigate he paid off about July 1814. He married, Mar. 28, 1822, Harriet, second daughter of the late Captain W. White, R. N., whose widow is a matron of the Royal Hospital at Greenwich.

Agents.—Messrs. Stilwell.

JAMES WILKES MAURICE, Esq.

This officer was born at Devonport, Feb. 10, 1775. He entered the royal navy in 1789, and served as a midshipman on board the Inspector sloop, successively commanded by Captains Alexander Mackey and James Leakey, until that vessel was paid off at the close of 1791; after which he passed several months on shore, under the tuition of the Rev. Mr. Malham, an able mathematician.

In Dec. 1792, Mr. Maurice joined the Powerful 74, Captain Thomas Hicks, which ship (at the commencement of hostilities between Great Britain and France) escorted a fleet of outward-bound Indiamen to the latitude of the Cape of Good Hope, and when on her return home touched at St. Helena, where she captured a valuable French merchantman, whose commander had not yet heard of the war.

The Powerful was subsequently fitted for the flag of Rear-Admiral Ford, commander-in-chief at Jamaica; but Mr. Maurice was prevented from proceeding to that station, in

* Lieutenant Trewren died Dec. 24, 1812, aged 23.

consequence of his being subpœnaed to give evidence against a warrant officer, who was about to be tried at the Exeter assizes, for embezzling his Majesty's stores.

In May, 1794, finding no opportunity of rejoining the Powerful, Mr. Maurice obtained a rating on the books of la Concorde frigate, then commanded by Sir Richard J. Strachan, Bart., under whose successor (Captain Anthony Hunt) he was present at the capture of the Tigre, Alexander, and Formidable, French line-of-battle ships, off L'Orient, June 23, 1795. He was also very actively employed during the expedition to Quiberon, in the summer of that year; and although personally unknown to the Commodore, Sir John B. Warren, his good conduct was not unobserved by that officer, from whom he received an order to act as Lieutenant of the Thunderer 74, in the absence of a gentleman who had returned sick to England.

This appointment not being confirmed by the Admiralty, Mr. Maurice rejoined la Concorde at the request of Captain Hunt, and assisted at the capture of two French frigates (l'Unité and la Virginie), several privateers, and numerous merchant vessels; likewise at the destruction of la Volage corvette, mounting 26 guns.

In 1796, Captain Hunt was appointed to la Virginie, and la Concorde placed under the command of Captain Richard Bagot, with whom Mr. Maurice served on the North Sea and Channel stations until the commencement of Mar. 1797, when, being strongly recommended by the latter officer, he was received on board Lord Bridport's flag-ship, and three weeks afterwards promoted into the Glory of 98 guns, which appointment was confirmed by the Admiralty, on the 3d of the following month. From Dec. 1798 until May 1802, we find him serving as a Lieutenant of the Canada 74, successively commanded by Sir J. B. Warren, the Hon. Michael De Courcy, and Sir Joseph Sydney Yorke.

After remaining about four months on half-pay, Lieutenant Maurice was appointed first of the Centaur 74, in which ship he assisted at the capture of St. Lucia, Tobago, Demerara, and Essequibo, by the naval and military forces under the command of Commodore Hood and Lieutenant-General Grin-

field *. An important service subsequently performed by Lieutenant Maurice, is thus described in a letter from the Commodore to Sir Evan Nepean, dated off Martinique, Nov. 26, 1803:

"Early this morning, as the Centaur was passing Cape de Salines, she was fired at, and several shot exchanged. I immediately directed Captain Maxwell to stand on far enough, so that by tacking we could fetch into Petite Ance d'Arlette, where we anchored, and landed the greater part of the marines under Captain Crozier, and forty seamen commanded by Lieutenants Maurice and Ayscough, to destroy it. On the first alarm the national guards had assembled to aid 14 cannoniers of the marine artillery, stationed in the battery; but by the rapid and active movements of the officers and men on this service, the enemy had not time to arrange themselves in defence of the narrow and steep path to the eminence, where was planted a brass 2-pounder; and on the approach of our men, they flew to the Morne, and so dispersed themselves in its thick woods, that only one cannonier fell into our hands. The battery, mounting six 24-pounders, was completely destroyed, and the guns, &c. thrown over the precipice; but, unfortunately, owing to the explosion of the magazine a little too soon, one seaman was killed, and Lieutenant Maurice, first of the Centaur, Captain Crozier, and Lieutenant Walker, R. M. with six men, wounded.

For their gallantry on this occasion, Lieutenants Maurice and Ayscough were each presented with a sword value 50*l.*, by the Patriotic Fund. A similar reward was also voted to Captain Crozier, and a sword of smaller value to his wounded subaltern.

Shortly after this event, Commodore Hood resolved to take possession of, and fortify, an almost impregnable rock, situated near Point Diamond, the S. W. end of Martinique; in order that he might be enabled more effectually to check the enemy's coasting trade, as well as to prevent their cruisers passing through the narrow channel formed by the rock, and thereby effecting their escape when pursued, as he had witnessed in one remarkable instance, when serving as a Lieutenant of his uncle's flag-ship, during the American war.

The altitude of the Diamond rock is 600 feet; its circumference about three-quarters of a mile. The south side is inaccessible, it being a flat steep, like a wall, sloping a little towards the top. The east side is likewise inaccessible, with an overhanging cave of great height. On the S. W. there are other caves of considerable magnitude, but perfectly impreg-

* See Vol. II. pp. 288 and 797.

nable from that side. The west side, where breakers run into the sea, affords the only landing, and that not at all times practicable. Even when a person reaches the shore, he must creep on his hands and feet, through crannies and over dangerous steeps, till he gains the N.W. side, where the eye is suddenly relieved by a slope of green fig-trees, overhung by an immense grotto. To place a battery on the top of this rock would, at first sight, appear impossible; but Commodore Hood, intent on annoying the enemy, and convinced of its practicability, lost no time in making the attempt, which was beheld by the French, at Martinique, first with contempt, and afterwards with astonishment.

On the 8th Jan. 1804, the Centaur was anchored close to the south side of the rock, and a party of men, principally mechanics, landed under the orders of Lieutenant Maurice, who, with his accustomed zeal, had volunteered to direct their operations. The works were carried on with so much rapidity, that on the 18th of the same month a royal salute was fired in honor of Queen Charlotte's birth-day, from three 24-pounders, one mounted on a traversing carriage close to the water, another upon the N. E. side, and the third rather less than half-way from the base to the top of the rock. The most arduous and important task was to get two long 18-pounders to the summit, where a platform was made by blowing away the forked pieces of granite that crowned it, and holes drilled through the rock to receive the breechings, and thereby prevent the guns from going over the precipice when fired. To such an officer as Commodore Hood no difficulty was insurmountable. The method adopted by him on this occasion was characteristic and ingenious, consequently deserving of particular notice.

Lieutenant Maurice having succeeded in scrambling up the side of the rock (rarely, perhaps never before, trodden by man), and fastened one end of an 8-inch hawser to a pinnacle, the viol-block was converted into a traveller, with a purchase-block lashed thereto, and the other end of the hawser set up, as a jack-stay, round the Centaur's main-mast. The gun being slung to the viol, the purchase-fall was brought to the

capstern. In this manner the desired object was effected in the course of a week, during which time Lieutenant Maurice and the working party on shore suffered most dreadfully from excessive heat and fatigue, being constantly exposed to the sun, and frequently obliged to lower themselves down over immense precipices to attend the ascent of the guns, and bear them off from the innumerable projections against which they swung whenever the ship took a shear, which often occurred, and caused considerable delay. By the same process shot, powder, tools, provisions, &c. were conveyed to the rock, which was ultimately placed on the establishment of a sloop of war, and the command thereof conferred upon Lieutenant Maurice, as a reward for his uncommon activity and exertions *.

Lientenant Maurice's promotion and appointment to the command of "*H. M. sloop Diamond Rock,*" was confirmed by the Admiralty, May 7, 1804, from which period nothing material occurred until the 20th Feb. 1805, when a French squadron, consisting of one 3-decker, four seventy-fours, three heavy frigates, two brigs, and a schooner, having on board 3500 troops, arrived from Europe, under the command of Rear-Admiral Missiessy, for the purpose of throwing supplies into Martinique, &c. and of attacking the weakest of the British colonies. Immediately on the appearance of this hostile force, Captain Maurice despatched his first Lieutenant, in a swift-rowing boat, to St. Lucia, with instructions to purchase a schooner and proceed with the intelligence to Commodore Hood, then lying at Barbadoes; but who unfortunately had no other line-of-battle ship than the Centaur wherewith to oppose so formidable an intruder.

On the French Admiral's second departure from Fort Royal bay, to which he had returned after ravaging Dominica, St. Kitts, Nevis, and Montserrat, Captain Maurice despatched the same officer to St. Lucia and Barbadoes, with intelligence that the enemy were bound to St. Domingo, which proved to be perfectly correct, although the rapidity of their movements

* An animated account of the Diamond Rock, and of the circumstances attending its occupation by the British, will be found in the Nav. Chron. vol. xii, pp. 205—212.

enabled them to sail again previous to the arrival of Rear-Admiral Cochrane, who had proceeded thither from Carlisle bay, in consequence of Captain Maurice's representation *.

Soon after this event, Sir Samuel Hood visited the Diamond Rock, in company with his lady; and Captain Maurice had the gratification of receiving the highest praise from that distinguished officer, for his continued zeal and activity, together with an assurance of the Commodore's sincere friendship, and his readiness to serve him on any future occasion that might offer.

The official details not having been published in the London Gazette, very little has hitherto been known in this country relative to the loss of the Diamond Rock, which would no doubt have proved impregnable to an enemy, whilst in the hands of the British, had it not been for the unfortunate shortness of ammunition, and the absolute want of water †, under which its brave defenders laboured, when attacked by a French squadron in May, 1805. It will be obvious on a perusal of the following correspondence, and sentence of a court-martial by which he was tried, that Captain Maurice, though not able to *command*, fully *deserved* success:

"*Barbadoes, June* 6, 1805.

"My Lord,—It is with the greatest sorrow I have to inform you of the loss of the Diamond Rock, under my command, which was obliged to surrender on the 2d instant, after three days' attack from a squadron of two sail of the line, one frigate, one brig, a schooner, eleven gun-boats, and, from the nearest calculation, 1500 troops ‡. The want of ammunition and water was the sole occasion of its unfortunate loss. Although I shall never cease to regret the accident, yet it is some consolation to think so many

* Rear-Admiral Cochrane had been sent out to assume the chief command at the Leeward Islands. He anchored at Barbadoes only a few hours before the Lieutenant of the Diamond Rock arrived, and on the following morning sailed for St. Domingo. The French squadron returned to Europe May 20, in the same year. See Vol. I, p. 261.

† A tank, capable of holding 500 tons of water, was built under a ravine, but unfortunately no rain fell whilst the rock was retained by the British. Rear-Admiral Cochrane having gone to leeward with most of the ships under his orders, Captain Maurice was deprived of the supplies usually furnished by the cruisers on that station.

‡ The Diamond Rock had only 107 officers, men, and boys.

valuable lives are saved to his Majesty's service, having only two killed and one wounded. The enemy, from the nearest account I have been able to obtain, lost on shore 30 killed and 40 wounded, independent of the ships and boats; they also lost three gun-boats and two row-boats. Allow me to speak in the highest terms of the officers and men under my command; and I trust, when the court-martial shall have taken place, that their hardships, fatigue, and gallantry, will merit your lordship's approbation, they having been nineteen nights under arms, and some of them obliged to drink their own water. I beg leave to enclose the articles of capitulation, and have the honor to remain, your lordship's most obedient and humble servant,

(Signed) "J. W. MAURICE."

"*To the Right Hon. Viscount Nelson, &c. &c. &c.*"

Articles of Capitulation, proposed by Captain Maurice, and accepted by the French Commander.

"1.—That the rock, with all its works, shall be delivered up entire.

"2.—That the garrison shall be allowed to march to the Queen's battery, with drums beating and colours flying, and there lay down their arms.

"3.—That all private property shall be secured to the officers and men.

"4.—That the garrison shall be sent to Barbadoes, at the expence of the French nation; but not to serve till regularly exchanged.

"5.—That the garrison is capable of holding out a few days longer, and two hours are given for an answer, when hostilities will be re-commenced."

"*Victory, at Sea, June* 8, 1805.

"Sir,—I have received your letter of the 6th inst., acquainting me with the surrender of the Diamond Rock under your command, on the 2d of this month, to a squadron of the enemy's ships and gun-boats, therein mentioned, together with the terms of capitulation which accompanied your said letter; in answer to which, while I regret the loss of the Diamond, I have no doubt that every exertion has been used by yourself and those under your command for its defence, and that its surrender has been occasioned from the circumstances you represent. It is particularly gratifying that so few lives were lost in the contest, and I have very fully to express my approbation of the terms of capitulation, as well as with your conduct personally, and that of the officers and men under your command, which I have to request you will be pleased to communicate to them. I am, &c.

(Signed) "NELSON & BRONTE *."

"*To Captain J. W. Maurice, &c.*"

"*Barbadoes, June* 19, 1805.

"Sir,—In my letter of the 14th May, to Sir Francis Laforey, I informed him of the arrival of the enemy's combined squadrons off the rock, and of our having had one hour's partial action with them as they passed it: their

* See Vol. I, p. 591.

force consisting of 16 sail of the line, 8 frigates, 3 brigs, 1 ship armed *en flute*, and his Majesty's late sloop Cyane*.

"On the 16th May, at 7-30 A. M., saw a large ship rounding Point Saline; from her appearance I plainly saw she was a ship of the line, and from the cut of her sails, an enemy. At 8 she hoisted a Spanish ensign and pendant; I immediately directed French colours to be hoisted as a decoy, which fully answered my wishes, for at 8-40 she had got under the lee of the rock, at the distance of three-quarters of a mile, when I shifted the colours, and opened a well-directed fire of round and grape from fort Diamond; the first shot striking her under the fore channel, she directly put her helm up, and in the act of wearing returned one feeble shot. From the light winds she did not get out of range until nine, but continued running before the wind till twelve. At 2 P. M. an enemy's brig stood out of Fort Royal bay, and beat to windward of the rock, where she continued to cruise. I was now fully satisfied in my own mind of the intention of the enemy to attack the rock. From the 16th to the 29th we were completely blockaded by frigates, brigs, schooners, and sloop-rigged boats, which prevented any supplies being thrown in to me. On the 25th a sloop from St. Lucia, with my second Lieutenant, who had carried despatches to Barbadoes" (announcing the arrival of the French and Spanish squadrons)" and the Purser, who had gone over to complete the provisions to four months, was taken under my guns, endeavouring to throw in some barrels of powder, although we covered her with a spirited fire from fort Diamond, Centaur's battery, &c. On the 29th, at 5-30 P. M., two ships of the line, one frigate, and a schooner, with eleven gun-boats in tow, stood out from Fort Royal, under all sail. I now had not the smallest doubt that the squadron was intended for the attack of the Diamond. The rock was therefore put into the best state of defence possible, and I was determined to defend it while I had any ammunition and water remaining. On the 30th, at sun-rise, the enemy's squadron had fallen far to leeward; but the wind unfortunately veering very much to the southward, (indeed farther than I had known it for some months) enabled them to fetch as high as St. Ann's bay, where they continued under easy sail for the night. On the morning of the 31st, at sun-rise, they were still under easy sail, far to windward; but from the number of their signals, and having cast off their boats, I was convinced the attack would soon be made. At 7, the enemy bore up in a line for the rock, the gun-boats, &c. keeping within them, crowded with troops. Seeing the impossibility of defending the lower works against such a force, and the certainty of our being prevented from gaining the heights without considerable loss, and which could not be defended for any time without us, with the greatest reluctance I ordered the whole above the first lodgment, leaving a man at each gun to give the enemy their con-

* See p. 195 of this volume.

tents. The powder left below was drowned, and the launch cut away, that she might not be serviceable to the enemy. At 7-50 we had every person up, and the ladders secured, when the Berwick 74 opened her fire within pistol-shot: at 8, the whole of the enemy's squadron and gun-boats were in action, which was returned by Hood's battery and Fort Diamond; the whole of the troops in the boats keeping up a heavy fire of musketry. It was a fortunate circumstance we quitted the lower works when we did, as our own stores hove down by the enemy's shot would have killed and wounded the whole of us. I was now busily employed in placing the people on the different lodgments, with small arms, to harrass the enemy as they landed, and to cover themselves. I am happy to say that the execution done was considerable; for the fire of our men was so galling, that the seamen left their boats, excepting three men in each, who were shot dead, and three of the gun-boats went adrift. The whole of the enemy's squadron were constantly employed during this day in bombarding the rock, as they could fetch in to windward of it. At night the whole of the men were posted on different lodgments, to harrass the enemy, as they threw in supplies and reinforcements: on the 1st, the enemy's squadron constantly bombarding the rock, the fire from the troops much more spirited: on the 2d, the enemy's squadron, reinforced by a brig, bombarding as before; the fire from the troops this day very severe, as they were covered by the overhanging rocks, and fired up as our men appeared. At four in the afternoon, on examining into our ammunition, I found we had but little powder left, and not a sufficient quantity of ball-cartridges to last until dark. Being firmly of opinion that the enemy meant to endeavour to carry the heights by assault that night, I thought it a duty I owed to those brave fellows who had so gallantly supported me during three days and two nights constant battle, to offer terms of capitulation; and having consulted my first Lieutenant, who was of the same opinion, at 4-30, the unhappiest moment of my life, I threw out a flag of truce, which returned at five, with honorable terms for the garrison, and the next morning we embarked on board the Pluton and Berwick. On the 4th we were sent to Barbadoes in a cartel, agreeable to the articles, except 14 men, whom they forcibly detained unknown to me, getting persons to swear they were French. I have written to Captain Kempt, agent for prisoners of war, stating the business, as well as their endeavouring to entice the whole of my crew to enter into their service; but, thank God! I trust no Englishman, let him be ever so bad, is base enough to do so. I beg leave to recommend in the strongest terms, the able and gallant support I received from my first Lieutenant, Mr. Robert Adams Wadham, whose services at different times in carrying despatches to Barbadoes, relating to the enemy, merit my warmest acknowledgments. I am also much indebted to Lieutenant Watson of the marines, for his active and able support. Those, Sir, were the only officers I had, but I needed not more, for the conduct of the whole of my people was so active, orderly and gallant, that I shall always reflect on it with pleasure to

the latest day of my life. Indeed, when you observe that we had only two killed and one wounded, you will conclude, that had not my orders been put in execution with the greatest promptness and attention, we must have met with great loss; and had I let loose their valour, I should have lost half my men. Their fatigue and hardships were beyond description, having only a pint of water during 24 hours, under a vertical sun, and not a moment's rest day or night: several of them fainted for want of water, and others were obliged to drink their own. A schooner had brought out 60 scaling ladders, to attempt us that night under cover of the squadron, and four more sail of the line were to have come against us the next day. Indeed the whole of the combined squadrons were employed on the service, and not less than 3000 men *. The Captain of the Sirène frigate was wounded through the knee. My only consolation is, that although I unfortunately lost the rock, I trust its defence was honorable, and hope it will merit your approbation. I have the honor to remain, &c.

(Signed) "J. W. MAURICE."

"*To Rear-Admiral Cochrane, &c. &c. &c.*"

SENTENCE.

"The Court is of opinion, that Captain James Wilkes Maurice, the officers and company of his Majesty's late sloop Diamond Rock, did every thing in their power to the very last, in the defence of the rock, against a most superior force; and that Captain J. W. Maurice behaved with firm and determined resolution, and did not surrender the Diamond until he was unable to make further defence for want of water and ammunition; the Court do therefore *honorably acquit Captain Maurice* accordingly.

"The Court cannot dismiss Captain J. W. Maurice without expressing their admiration of his conduct in the whole of the occasion; and also they express the highest approbation of the support given by the officers and men under his command; a circumstance that does high honor to them, and no less credit and honor to the discipline maintained by Captain Maurice: the Court do therefore unanimously and honorably acquit the said officers and ship's company, and they are *unanimously and honorably acquitted* accordingly †."

Captain Maurice returned home with despatches from Rear-Admiral Cochrane; landed at Liverpool, on the 3d Aug. 1805; and proceeded express to the Admiralty, where he met with a very flattering reception, and was immediately presented with an appointment to the Savage, a new 18-gun brig, then fitting for foreign service, but subsequently placed

* Soldiers, &c. who landed.

† The French official account of the capture of the Diamond Rock is given in the Naval Chronicle, Vol. xv, pp. 129—135.

under the orders of Lord Gardner, on the Irish station. Whilst equipping that vessel at Portsmouth, he had the honor of an interview with the immortal Nelson, who seized his hand, and expressed himself as follows:

"Captain Maurice, I am very happy to see you, and I lament that I did not arrive in the West Indies time enough to save you; but don't let that make you uneasy, for I assure you there is no person who entertains a higher sense of your gallantry in the defence of the rock than myself: I am sorry their Lordships have not given you post-rank; however, you are placed under my orders, by my own particular request, and I will do every thing in my power to serve you."

At the time of this interview, Nelson was about to resume the command of the Mediterranean fleet, but unfortunately the Savage could not be manned in time to accompany him, and her commander's prospects of promotion were consequently blighted; the intelligence of his lordship's glorious death having reached England whilst Captain Maurice was still at Portsmouth, strenuously but vainly endeavouring to render his sloop effective.

From Dec. 1805, until June, 1807, the Savage was chiefly employed convoying the trade from the different ports in St. George's Channel to the Downs; and Captain Maurice had the good fortune never to lose a single vessel committed to his charge, during the whole of that period. We next find him escorting a fleet of merchantmen from Cork to the West Indies, and subsequently cruising under the orders of Rear-Admiral Dacres, on the Jamaica station, where he captured the Don Quixote, Spanish brig privateer, of 8 guns and 99 men, Dec. 1807.

In July, 1808, Captain Maurice joined the flag of Sir Alexander Cochrane, at Barbadoes; and the Admiralty having strongly recommended him to that officer for promotion, he was appointed Governor of Mariegalante, on the 1st Oct. following. His post commission bears date Jan. 18, 1809.

The command of a frigate would have been much more acceptable to Captain Maurice than this appointment; but as Sir Alexander paid him many compliments on his defence of the Diamond Rock, and there was a probability of Mariegalante being attacked, he lost no time in assuming the government

of that small colony, and making every necessary arrangement for baffling the designs of the enemy, should they send a force from Guadaloupe against him.

On landing at Mariegalante, Governor Maurice found that the garrison consisted of only 400 marines, no less than 300 of whom were then dangerously ill in the hospitals; and that notwithstanding the vigilance of those still doing duty, the enemy were constantly supplied with intelligence respecting the state of the island, all the inhabitants being French, and many of them related to, or otherwise connected with persons residing in Guadaloupe. A negro regiment was soon afterwards raised by order of Sir Alexander Cochrane; but although this corps proved useful in preserving order for the time being, it could not have been depended upon in case of an invasion. Every thing tended to keep the governor's mind in a state of constant anxiety; false alarms were often given: on one occasion a French squadron actually approached the island, hove to, and appeared to be meditating an attack; such of the marines as returned to their duty were in a very debilitated state, and even if the whole had been under arms, they were greatly out-numbered by their black auxiliaries, whose real feeling towards them it was impossible to discover. At length, Governor Maurice himself was attacked with the intermittent fever, and after a distressing illness of three months, he found himself obliged to try a change of climate; for which purpose he embarked in the homeward-bound packet, Oct. 13th, 1809. Previous to his quitting Mariegalante, he received an address from the legislative body and principal inhabitants, expressing the happiness and comfort they had experienced under his administration, and imploring him, if possible, to continue at the head of their affairs.

Captain Maurice's next appointment was, in Aug. 1810, to be governor of Anholt, an island situated in the Cattegat, and at that time forming an important point of communication between Great Britain and the Baltic *. A brilliant exploit performed by the officers and men under his command, is thus

* See Vol. II. Part I. p. 121.

officially described by himself, in a letter addressed to Sir James Saumarez, Bart. K. B. commander-in-chief on that station:—

"*Fort Yorke, island of Anholt, 27 Mar.* 1811.

"Sir,—I reported to you in my letter of the 10th ultimo, my having received information of an intended attack on this island by the Danes. On the 8th instant, I received corroboration of this intelligence; but as every exertion had been made to complete the works as well as our materials would allow, and as picquets were nightly stationed from one extreme of the island to the other, in order to prevent surprise, I awaited with confidence the meditated attack.

"Yesterday H. M. ship Tartar anchored on the north side of the island*. The enemy's flotilla and army, consisting in all of nearly 4,000 men, have this day after a close combat of four hours and a half, received a most complete and decisive defeat, and are fled back to their ports, with the loss of three pieces of cannon, and *upwards of* 500 *prisoners: a number greater by* 150 *men than the garrison I command.*

"I am now to detail the proceedings of the day. In the morning, just before dawn, the out-picquets on the south side of the island made the signal for the enemy being in sight. The garrison was immediately put under arms, and I lost not a moment in proceeding with the brigade of howitzers, and 200 infantry, accompanied by Captain Robert Torrens, R. M. (who had hitherto acted as major commandant to the battalion), in order to oppose their landing. On ascending an elevation, for the purpose of reconnoitring, I discovered the landing had already been effected, under the cover of darkness and a fog; also that the enemy were advancing rapidly, and in great numbers.

"On both wings the enemy now far outflanked us, and I saw that if we continued to advance, they would get between us and our works; I instantly ordered a retreat, which was effected in good order, and without loss, although the enemy were within pistol-shot of our rear, and seemed determined to enter our batteries by storm; but fort Yorke and the Massareene battery opened such a well-directed fire of grape and musketry, that the assailants were obliged to fall back and shelter themselves under the sand-hills. As the day lightened we perceived that the enemy's flotilla, consisting of 18 gun-boats, had taken up a position on the south side of the island, at point-blank shot. I ordered the signal to be made to the Tartar and Sheldrake, that the enemy had landed, upon which these vessels immediately weighed, and under a heavy press of sail used every endeavour to beat up the south side; but the extent of the shoals threw them out so many

* The Tartar frigate, Sheldrake sloop, and Safeguard and Wrangler, gun-brigs, had been despatched from England in consequence of Governor Maurice's letter to Sir James Saumarez, dated Feb. 10, 1811.

miles, that it was some hours before their intention could be accomplished. The gun-boats now opened a very heavy fire on our works, while a column of about 600 men crossed the island to the westward, and took up a position on the northern shore, covered by hillocks of sand, by breaks and inequality of ground. Another column made many attempts to carry the Massareene battery by storm, but were as often repulsed, and compelled to cover themselves under hillocks of sand, which on this island are thrown up by every gale.

"The column on the south side had now succeeded in bringing up a field-piece against us; and Captain William Holtaway, R. M., who had commanded at the advanced post, joined us by water. I had been under great apprehensions that this officer had fallen into the hands of the enemy; but finding, after several gallant attempts, that he was cut off from reaching head-quarters by land, he, with the coolest judgment, launched a boat, and landed his party under Fort Yorke, amidst the acclamations of the garrison. Immediately afterwards, Lieutenant Henry Lorraine Baker, R. N., who (with Lieutenant Richard Turnbull, of the marines, and some brave volunteers) had, in the Anholt schooner, gone on the daring enterprise of destroying the enemy's flotilla in his own ports, bore down along the north side of the island. Things were in this position when the column on the northern shore, which, divided by the sand-hills, had approached within fifty paces of our lines, made another desperate effort to carry the Massareene battery by storm; the column to the S. E. also pushed on, and the reserve appeared on the hills ready to support them; but while the commanding officer was leading on his men with great gallantry, a musket-ball put a period to his life. Panic-struck by the loss of their chief, the enemy again fell back, and sheltered themselves behind the sand-hills. At this critical moment, Lieutenant Baker, with great skill and gallantry, anchored his vessel on their flank, and opened a well-directed fire. The sand-hills being no longer a protection, and finding it impossible either to advance or retreat, the assailants hung out a flag of truce, and offered to surrender upon terms; but I would listen to nothing less than an unconditional submission, and I have the pleasure to inform you, that this corps also laid down their arms, and surrendered themselves prisoners of war.

"The prisoners, now more numerous than my small garrison, were no sooner secured, than operations were commenced against the reserve, which had been seen retreating to the westward of the island.

"I took the field with Captain Torrens (who, though wounded, insisted on accompanying me); but, as our prisoners were so numerous, and we had no place of security in which to place them, I could only employ on this occasion the brigade of howitzers, under Lieutenants Richard C. Steele and John Bezant, of the royal marine artillery" (the former subaltern acting as adjutant), "and part of the light company, commanded by Lieutenant Turnbull. When we arrived at the west end of the island, we found that the enemy had formed on the beach, and were protected by 14 gun-

boats, towed close to the shore: to attack such a force, with 4 howitzers and 40 men, seemed a useless sacrifice of brave men's lives; I therefore, with the advice of Captain Torrens, halted on the hills, while I reluctantly saw the reserve embarked, under cover of the gun-boats, and the flotilla take a final leave of the island. I am happy to say our loss has not been so considerable as might have been expected from so desperate an attack, we having only 2 killed and 30 wounded. The enemy have suffered severely; we have buried between 30 and 40 of their dead, and received in the hospital 23 wounded, most of whom have undergone amputations: a great number were carried off the field to their boats. Major Melsteat, the commandant (an officer of great distinction) fell in the field; Captain Borgan, the next in command, was wounded in the arm; Captain Prutz, adjutant-general to the commander of the forces in Jutland, lost both his legs, and is (with 3 men) since dead.

"The most pleasing part of my duty is to bear testimony to the zeal, energy, and intrepidity of the officers and men I had the honor to command: to particularize would be impossible; the same ardour inspired the whole. To Lieutenant Baker, next in command, who will have the honor of delivering this despatch, and be able to give you every information you require, I am much indebted; his merit and zeal as an officer, which I have some years been acquainted with, and his volunteering with me on this service, claim my warmest esteem. Captain Torrens, the senior officer of royal marines, bore a conspicuous part on this day, and, although wounded, I did not lose his valuable service and able support. The discipline and state of perfection to which he had brought the battalion is highly creditable to him as an officer. Lieutenant R. C. Steele also claims my warmest acknowledgments for the arrangements he made, which enabled us to keep up so heavy and destructive a fire. Captain Steele, Lieutenant and Quarter-Master Fischer, senior subaltern, Lieutenants Stewart, Gray, Ford, Jellico, Atkinson, and Curtayne, all merit my warmest acknowledgments for the assistance they afforded me. Lieutenant Bezant deserves every commendation I can give him for his cool and able judgment in the direction of the guns in the Massareene battery. Lieutenant Turnbull, who acted as captain of the light company, when we pursued the reserve, manifested such zeal and energy, that I have no doubt, had we brought the enemy again to action, he would have bore a very conspicuous part.

"I cannot sufficiently express my thanks to Captains Baker and Stewart, of the Tartar and Sheldrake, for their great exertions to get round to the flotilla; had the wind favored them, they would have destroyed the whole †. * * * * *.

(Signed) "J. W. MAURICE."

† Captain Joseph Baker died at Presteigne, in June, 1817. Captain James Pattison Stewart obtained post rank Feb. 1, 1812.

The ordnance, &c. taken on this glorious occasion, consisted of one brass field-piece, two 4-inch howitzers, 14 shells, 484 muskets with bayonets complete, 470 swords, and 16,000 musket-ball cartridges. Two transports laden with shells, ammunition, provisions, &c. were captured by the Tartar; and two heavy gun-vessels by the Sheldrake. We shall now present our readers with copies of two letters which were addressed to Governor Maurice, in acknowledgment of his splendid achievement:

"*Admiralty, April* 8, 1811.

"Dear Sir,—Your despatches, accompanied by your private letter of the 31st, arrived here last night, and I congratulate you on the brilliant success which has attended your judicious and officerlike conduct in the defence of Anholt, supported by the determined bravery of the officers and men under your command. Their Lordships have highly approved of your gallant conduct; and I am happy to inform you that Lieutenant H. L. Baker, the second officer in command, will be immediately promoted to the rank of Commander. It will give me pleasure to find myself enabled to notice the meritorious behaviour of Captain Torrens, as well as of Mr. Gray, the acting surgeon of the garrison.

"It gives me satisfaction to find that it is your wish to remain in command of this important island for another year; a request that I willingly comply with, as I am persuaded it cannot be placed in abler or safer hands.

"I think it will be proper to desire an engineer officer to go over for the purpose of looking at your batteries, &c., and to bring back a plan or survey, in case any thing additional should be required against next winter*.

"I hope to find myself able in a short time to express my sense of your good conduct by appointing your brother to a sloop of war, for which I have directed him to be noted, at an early opportunity†. I remain, dear Sir, yours very faithfully,

(Signed) "C. YORKE."

"*To Captain Maurice, Governor of Anholt, &c.*"

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* We should here observe that Governor Maurice found the works in their infancy, and that he was indefatigably employed completing them during the preceding long and severe winter. An octagon battery round the light-house was scarcely finished when the enemy made their appearance.

† Ferdinand Moore Maurice, Esq. Commander, R. N. (twin-brother to the subject of this memoir) was soon afterwards appointed to the Magnet brig, in which vessel he perished with all his crew, when proceeding to the Halifax station, in the autumn of 1812. He had the reputation of being a truly zealous officer, and his loss was greatly lamented.

"*London, 10th April*, 1811.

"My dear Sir,—I most heartily congratulate you on the brilliant success of the brave garrison under your command, in having repulsed an attack of the enemy's select troops, consisting of as many thousands as the whole force opposed to them amounted to hundreds, and by the gallantry and intrepid conduct of your valiant heroes, succeeded in taking a greater number of prisoners than their whole collected force. Mr. Yorke having signified to me that he would write to you, I can only assure you that this gallant affair is the theme of every one's praise, and has excited the admiration of all; and I have no doubt but your services upon this occasion will be duly appreciated by the Admiralty. I have great pleasure in adding that Lieutenant Baker is made a Commander, and that Captain Torrens and Lieutenant Fischer are recommended to H. R. H. the Prince Regent for brevet rank. I have the honor to be, with high regard, &c.

(Signed) "JAMES SAUMAREZ."

"*To Capt. Maurice, Anholt.*"

The garrison of Anholt subsequently presented their gallant governor with a valuable and highly finished sword, on which is the following inscription:

"Presented by the officers, non-commissioned officers, gunners, and privates, of the royal marines and royal marine artillery, in garrison at Anholt, to their esteemed governor, Captain James Wilkes Maurice, of the royal navy, in token of their admiration of his personal bravery in the battle of the 27th March, 1811; and as a grateful memorial for his liberal forbearance and kind consideration of their feelings during his government."

The presentation of this sword† took place on the anniversary of our late revered monarch's birth-day; the garrison, and the men of war at anchor off the island, having previously fired the usual royal salutes. Captain Holtaway, then senior officer of the marine battalion, addressed Governor Maurice as follows:

"Sir,—I am requested by the officers and men composing the garrison under your command, to beg your acceptance of this sword, although a very inadequate testimony of the high sense entertained by them all of the gallantry and courage manifested by you in the battle of the 27th March, 1811, as likewise for the mildness and forbearance you have at all times evinced during your government of the island. In alluding, Sir, to the 27th of March, I trust, from the brilliancy of the issue of that day, it will long be remembered with the greatest pleasure and satisfaction, by you and all who had the good fortune to be placed under your command. Permit me, Governor Maurice, in presenting you this sword, individually to wish you a long continuance of health to wear it, with the fullest conviction that it

† Value 150 guineas.

will never be drawn without reason, or sheathed without honor: and that as each revolving year shall bring about the anniversary of the day (whether you shall be employed in defending the honor and independence of your King and Country, or seeking ease in a state of retirement), it may still come attended with an increase of happiness and pleasure to yourself, and all who take an interest in your welfare."

Captain Maurice continued to command at Anholt until Sept. 1812; on the 21st of which month the following garrison order was issued by his successor:

"A guard, consisting of one subaltern, one serjeant, one corporal, one drummer, and twenty privates, will be ordered in readiness to-morrow to attend Governor Maurice at the beach, on his embarkation for England; and a salute of 13 guns will be fired from fort Yorke, as a compliment to the Governor on the same occasion, with three cheers from the garrison for his brave and gallant defence of this island.

(Signed) "W. B. CAMPBELL, Major,
R. V. Battalion*."

Captain Maurice arrived in England Oct. 20, 1812; and has not since been employed. He married, Oct. 5, 1814, Miss Sarah Lyne, of Plymouth, which lady died of typhus fever in June 1815, aged 21 years.

Agents.—Messrs. Maude.

CHARLES DILKES, Esq.

NEPHEW to the late Admiral Dilkes, and brother to Major-General William Thomas Dilkes, who commanded the brigade of guards at the celebrated battle of Barrossa †.

This officer served as a Lieutenant during the Egyptian campaign, and obtained the rank of Commander Mar. 20, 1805. In the spring of the following year we find him commanding the Hazard sloop of war, and very actively employed on the Rochefort station, under the orders of Admiral (now

* The 11th royal veteran battalion was sent out to relieve the marine detachment.

† The services of Admiral Dilkes, and the Major-General of that name, are recorded in the *Royal Naval Biography*, Vol. I. p. 360 *et seq.*; and in the *Royal Military Calendar*, Vol. I. p. 333 *et seq.* The former gentleman died at Exeter, Feb. 18, 1827.

Sir Edward) Thornbrough. The following is a copy of the first gazette letter in which his name appears :

" *Cæsar, off the Pertuis d'Antioche, July* 28, 1807.

" My Lord,—On the morning of the 27th, Captain Dilkes having observed at day-light several small vessels under sail in the Pertuis Breton, sent the boats of his squadron in chace; and they succeeded in capturing, in a manner highly to the credit of the officers and crews concerned, nine sail, and drove six on shore; another was destroyed by the enemy.

" I herewith enclose Captain Dilkes's letter, and beg strongly to recommend that meritorious officer to your lordship's notice. He has commanded the blockading squadron in the Pertuis Breton since the 1st April, and during that time we do not know of any vessel of the enemy having escaped his vigilance. I have directed him to send the Colpoys brig with the prizes to Plymouth, which I hope your lordship will approve of. I have the honor to be, &c.

(Signed) " R. J. STRACHAN."

" *To Admiral Lord Gardner.*"

The vessels captured on this occasion were two armed chassé mareés, two others laden with wheat, and five in ballast; one sloop and six chassé marées had previously been taken and destroyed by the Hazard and her consorts *.

On the 2d Oct. 1807, a court-martial was held on board the flag-ship in Hamoaze, on charges exhibited by Captain Dilkes against Mr. William Berry, first Lieutenant of the Hazard, for a breach of the 2d and 29th articles of war. The charges being fully proved, the prisoner was condemned to be hanged; which awful sentence was carried into execution on the 19th of the same month. Further particulars will be found in the Naval Chronicle, Vol. xviii, p. 342 *et seq.*

The subject of this memoir commanded Sir Alexander Cochrane's flag-ship at the reduction of Martinique, in Feb. 1809; and served on shore with a detachment of seamen, under the orders of Commodore Fahie, during the operations against Guadaloupe, at the commencement of 1810 †. His post commission bears date Jan. 18, 1809.

In Oct. 1810, Captain Dilkes was appointed to the Castor of 32 guns, which frigate he continued to command until

* Conflict, Growler, and Colpoys.

† See Vol. I. p. 264 *et seq.*: and the last par. of p. 880.

July 1815. On the 23d June, 1813, his boats, under the directions of Lieutenants Bassett Loveless and Edwyn Francis Stanhope, boarded and brought out from under the protection of a strong fort, on the coast of Catalonia, la Fortune, French privateer of 2 guns, 2 swivels, and 48 men. In the performance of this service the British had 4 killed and 9 wounded. On the 15th Jan. 1814, the Castor's cutter, commanded by the former officer, captured l' Heureux privateer, of one 12-pounder and 25 men, close under the guns of Montjui. On this occasion Lieutenant Loveless lost an arm, and one of his men was also severely wounded. Le Minuit, another one-gun privateer, was subsequently taken by several boats, under the command of Lieutenant Stanhope.

Captain Dilkes married, Jan. 21, 1818, Louisa, daughter of Thomas Newenham, of Coolmore, Ireland, Esq.

HON. JAMES WILLIAM KING.

SEVENTH son of the late Earl of Kingston, and brother to the present peer.

This officer received his first commission March 3, 1804; obtained the rank of Commander Aug. 15, 1806; and was made post, whilst serving on the Leeward Islands station, Jan. 18, 1809.

After acting for a short time in the Jewel of 48 guns*, Captain King was appointed, June 2, 1809, to the Jason 32, which ship had the honor of bearing the flag of the Duke of Clarence, when H. R. H. escorted Louis XVIII. to the French shore, in April, 1814. She subsequently conveyed the Emperor Alexander, the King of Prussia, and the Duchess of Oldenburgh, to Calais, on their return from England.

Captain King married, Nov. 28, 1815, Caroline, second daughter of the Archbishop of Dublin.

Agents.—Messrs. Stilwell.

* Formerly the French frigate Topaze—see p. 364.

JAMES PREVOST, Esq.

Second son of the late Major-General A. Prevost, by Anne, daughter of the Chevalier George Grand, of Amsterdam, Knight of the Swedish Order of Gustavus Vasa; and brother to Lieutenant-General Sir George Prevost, Bart., G. C. B., who died Jan. 5, 1816.

This officer received a Lieutenant's commission in 1793, and was presented with the Turkish gold medal for his gallant conduct during the Egyptian campaign *. His promotion to the rank of Commander took place towards the close of 1801.

At the renewal of the war in 1803, Captain Prevost was appointed to the command of the sea-fencibles of Whitstable; and we subsequently find him in the Explosion bomb, from which vessel he removed to the Saracen of 18 guns, about Feb. 1805. In that sloop he brought home the naval and military despatches announcing the disastrous result of the attack upon Buenos Ayres, July 5, 1807. His conduct while employed in the Rio de la Plata, was highly approved of by Rear-Admiral Murray, who recommended him to the protection of the Admiralty, "as an active and very zealous officer."

Captain Prevost obtained post rank Mar. 13, 1809; and commanded the Ceres 32, flag-ship of Rear-Admiral Surridge, at Chatham, from Dec. 1812 until June 1814; about which period he married the only daughter of Lewis Theisser, of Woodcote Park, Surrey, Esq. His first wife died, at Weybridge, in the same county, Feb. 1, 1813.

Agents.—Messrs. Maude.

FRANCIS NEWCOMBE, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer was made a Lieutenant in 1794, and advanced to the rank of Commander in 1801. He subsequently commanded the Beagle sloop, stationed off Boulogne, where he

* See Vol. II. Part II. p. 852.

captured the French privateers le Hazard, of 14 guns and 49 men; Vengeur, 16 guns and 48 men; and la Fortune, of 14 guns and 58 men. His gallant conduct in Aix Roads on the memorable 11th April (and following days) 1809, is thus recorded in the minutes of a court-martial which was afterwards assembled to investigate the conduct of Lord Gambier!

Question put to Captain George Wolfe, of l'Aigle frigate.—"Lord Cochrane having remarked to you that some of the fire-ships, upon the first attack upon the enemy, had not been well managed, do you know of any particular fire-ship, or fire-ships, that were improperly conducted on the evening of the 11th April?"

Answer.—"I cannot particularise those that were badly managed; the ship that passed between us and the island of Oleron, and got on shore there, was the only one I particularly noticed."

Q.—"Do you know her name?"

A.—"I do not; I hailed five that came very near us. Our own ship was very nearly burnt by two that were badly managed, and which were on fire as they passed us. I could only learn the names of the officers of two of the fire-ships that behaved well; they did not fire their ships till after they had passed me. Five behaved very well: *one of them was commanded by Captain Newcombe, who desired me to remember he had passed us**."

The following is Captain Newcombe's own account of his proceedings on the ensuing day:

"Being under weigh, on the 12th April, and it being reported to me that a signal was made by the commander-in-chief—the frigates to go to the ship making signals of distress in such a quarter—I felt it my duty to proceed on after the Imperieuse, to Aix Roads; l'Aigle and the other frigates, besides the Valiant and Revenge, following. Conceiving it the intent of the commander-in-chief that I should so proceed, on having previously discovered the Etna bomb and several gun-brigs making sail for the anchorage, *preceding the Imperieuse*, and which I judged was from the directions they received from the commander-in-chief, I judged it prudent to reserve in preparation my bower anchor and cable, for any of the ships that might require it, concluding that there was a great probability that it might be required by either the line-of-battle ships or frigates. I caused my own stream-cable and anchor to be ready with a spring to it, to make use of as a bower to bring up the sloop I command, the wind being then moderate enough to ride her by, and to facilitate my movements to wherever I should be required. I brought up in Aix Roads, with my stream-anchor, on the larboard quarter of the Imperieuse, and without her, merely that I should not interrupt the anchorage of the line-of-battle ships and frigates that

* See *Gurney's Minutes of the Court Martial, 2d edit.* p. 215 *et seq.*

were close to me. The bomb and the gun-brigs were lying a little further to the westward of me. There were some shot fired in their direction, and *towards me*, from the Imperieuse! No signal, whatever, having been previously made for the direction of any of the vessels, I sent Lieutenant Price with a message to Lord Cochrane, to know if those shot were fired at the isle of Oleron, or by mistake, or intentionally: if the latter, I felt very indignant at it. I brought up there, because I should not be in the way of the frigates and line-of-battle ships; and I should have thought it a most injudicious step, had I placed my sloop in such a situation so as to have prevented the services of a larger force: nor neither was there room between the Imperieuse and the Palles shoal for any more than one, which situation the Indefatigable took up. Moreover, I explained that I had neither chart nor any person on board that had ever been there before. The tide then falling, had I touched upon the Palles, the Beagle must inevitably have been lost. When I sent the officer away with this message, I was prepared to weigh my anchor, in the event of any situation being pointed out. A signal from the Imperieuse was made to close. In about two or three minutes I shot the vessel in between the Indefatigable and le Jean Bart (74), which ship was previously cast away on the Palles shoal, and brought up with my stream a second time, and commenced firing upon the enemy, the Ville de Varsovie (80) more particularly. This continued for about a quarter of an hour, or twenty minutes, as far as I can recollect. Finding my rudder almost coming in contact with the wreck of the Jean Bart, and being too near the Indefatigable, so much so, that my masts and rigging were in danger from her fire, I got a second time under weigh, and kept so until six o'clock that night, under top-sails, jib, and spanker, to annoy the enemy in such situations as I thought I could act best. My second Lieutenant was away from the time I sent the message, to sound about the Palles and the entrance of the Charente; and observing that the Calcutta (50) was abandoned, went on board of her, at the same time that another boat, which I understood to belong to the Imperieuse, went alongside to take possession of her. Seeing an opportunity to annoy the Aquilon (74), I made sail for her stern within pistol-shot, and commenced firing upon her; she returned it, carrying away many of my ropes, and all my larboard main-top-mast rigging; having fired upon her for about ten minutes, *she struck her colours*. I lowered a boat down, to send an officer on board to take possession of her, first tacking or wearing my head off. She again opened her fire, and I was obliged to return it also. I kept my main-top-sail spilling, to preserve my situation close to her. Perceiving all her boats manned, and the ship's company abandoning her, I concluded that her firing, after she had struck, was from accident, and not by design. I then stood out, and back again, as occasion might require, being then in 17 or 18 feet water, and the tide fast falling *;

* The Beagle drew nearly 15 feet abaft, and about 12½ feet forward.

and as no more annoyance could be given to any of the enemy's ships, viz. those upon the Palles shoal, and which I afterwards learned to be the Calcutta, Tonnere (74), Ville de Varsovie, and Aquilon. I then recollect (seeing nothing more to be done, in my opinion) to have recommended to some of the frigates to trip their anchors and shoot a little further out, to prevent their grounding at low water; telling them that I found more water a little further to the W. S. W. or the S. W. About six, or half-past, I brought up my sloop with the bower in about five fathoms; and nothing being required of the Beagle, I caused the crew to get their dinner. I went with the boats afterwards, and staid till twelve o'clock that night, engaged in the service going on."

On the morning of the 18th April, Lord Cochrane made arrangements for destroying the remainder of the French ships.

"About ten o'clock," continues Captain Newcombe, "I proceeded in towards the Vice-Admiral's ship, a two-decker, and a frigate, situated at the mouth of the Charente. I brought up, when on the Ocean's quarter, in *sixteen* feet water, and engaged her from the hour of eleven until four o'clock, she returning the fire from her stern and quarter, as well as the other line-of-battle ship and frigate; Isle d'Aix occasionally throwing shells, and many of the splinters falling upon deck*. During these five hours my standing and running rigging were very much injured; my main-yard and top-masts were shot through; and several shot in my hull. * * * * * I weighed at about four o'clock, the tide then falling, and turned up to my former anchorage, under a heavy fire from the batteries on the Isle d'Aix†.

During the trial to which we have alluded, it was stated in evidence, that the conduct of Captain Newcombe had gained him the admiration of the commander-in-chief, and the officers of the fleet who had observed his proceedings ‡. "I beg leave to assure this court," says Lord Gambier, "that he acquitted himself in the command of the Beagle, in Aix Roads, in a manner highly honorable to himself, and certainly satisfactory to me §."

Captain Newcombe's gallantry and activity on that occasion were duly appreciated, his post commission being dated back to the 11th April, 1809. He subsequently commanded the Wanderer, of 20 guns; Chesapeake frigate; Bulwark 74 (*pro tempore*); and Pyramus 42; the latter ship employed

* The Ocean was a first-rate, of 120 guns.

† The Beagle had then only three barrels of powder left, besides the cartridges which were filled.

‡ See *Gurney*, p. 185. § See *id.* p. 191.

at the Leeward Islands, on the peace establishment. The Pyramus was paid off in June, 1825.

Mrs. Newcombe died at Weymouth, Dec. 21, 1823.

Agents.—Messrs. Stilwell.

JOHN JOYCE, Esq.

Son of the late Joseph Joyce, Esq., a respectable merchant at Fordingbridge, co. Hants, by Sarah, daughter of Lieutenant Archibald Daroch (a distant relative of the noble family of Argyle) who lost his life in the ill-fated Ramillies, Feb. 15, 1760*.

The subject of this memoir was born at Fordingbridge, about 1768; and he appears to have first embarked as a midshipman on board the Monmouth 64, Captain James Alms, which ship formed part of the squadron that sailed from Spithead, under the orders of Commodore Johnstone, Mar. 14, 1781.

Mr. Joyce bore a part in the action at Porto Praya, April 16, 1781; on which occasion the Monmouth had 6 men wounded. He was also present at the capture and destruction of five Dutch East Indiamen, in Saldanha bay, on the 21st July following†.

Six days after the latter event, Captain Alms parted company with Commodore Johnstone, and proceeded to reinforce Sir Edward Hughes, in India; but owing to calms, contrary winds, and currents, he did not arrive at Bombay until Jan. 6, 1782. During this long and tedious voyage, the Monmouth and her consorts were driven to the coast of Arabia Felix; and their crews suffered greatly from flux and scurvy, experiencing at the same time the greatest inconvenience for want of water; added to which, their stock of provisions was so nearly ex-

* The Ramillies, of 90 guns, commanded by Captain Withenge Taylor, was wrecked near the Bolt Head, when running for Plymouth, in a violent gale and thick hazy weather. The whole of her officers and crew, excepting 26 persons, perished.

† See Vol. I. p. 269 *et seq.*

hausted, that, on anchoring in Bombay harbour, they had only sufficient remaining for four days, at half allowance.

The Monmouth formed part of the squadron under Sir Edward Hughes, when that officer encountered Mons. de Suffrein, off Pondicherry, Feb. 17, 1782; but as the enemy never advanced beyond the centre of the British line, neither she, nor any other ship a-head of the Admiral, had any material share in the action.

On the 12th April following, another engagement took place, off the island of Ceylon, in which the Monmouth lost her main and mizen-masts, had her wheel shot away, seven guns dismounted, 45 men killed, and 102 wounded. Captain Alms also received two splinter wounds in the face; two musket-balls passed through his hat, his hair was on fire, and part of his coat shot away: in this situation he was left on the quarter-deck, with only his first Lieutenant, the Master, and Mr. Joyce, every other person quartered there having been killed or wounded.

The next battle between Sir Edward Hughes and Mons. de Suffrein, took place off Negapatnam, July 6, 1782, on which occasion the Monmouth had 12 men wounded, the greater part of them mortally. She also bore a share in the actions off Trincomalee and Cuddalore, Sept. 3, 1782, and June 20, 1783. Her loss on those occasions amounted to 2 killed and 22 wounded*.

In Jan. 1784, the Monmouth being ordered home, Mr. Joyce was removed into the Sultan 74, bearing the flag of Sir Edward Hughes, under whom he continued to serve until that officer's departure for Europe, when he followed Commodore Andrew Mitchell into the Defence 74, and returned to England with him towards the close of 1785.

The sanguinary contest in which Great Britain had been engaged with her revolted colonies and the great maritime powers of Europe, was succeeded by a peace of ten years duration; but Mr. Joyce, more fortunate than hundreds of his brother

* The particulars of the above actions are given at p. 422 *et seq.* of our first volume.

midshipmen, managed to keep constantly afloat until his promotion to the rank of Lieutenant, May 13, 1793, at which period he was appointed to the Fox frigate, on the Newfoundland station, where he had previously been serving as a master's-mate of the Stately 64.

In Oct. following, Lieutenant Joyce rejoined the Stately; and we soon afterwards find him removing with his patron, Vice-Admiral Sir Richard King, into the Excellent 74, from which ship he was appointed to the Galatea 32, Captain (now Sir Richard G.) Keats, under whom he continued to serve for nearly three years; during which period he assisted at the capture and destruction of the following French men of war:

La Révolutionnaire frigate, of 44 guns and 351 men, taken by Sir Edward Pellew's squadron, Oct. 21, 1794. Le Jean Bart, corvette, of 26 guns and 187 men; and l'Expedition, of 16 guns and 120 men (formerly a British packet), taken by the Artois and Galatea, in April, 1795. L'Etoile, of 30 guns and 160 men, taken by the squadron under Sir John B. Warren, after an action with three large frigates, &c. the brunt of which was borne by the Galatea, Mar. 20, 1796. And l'Andromaque frigate, pierced for 48 guns, mounting 44, with a complement of 300 men, drove on shore by the Galatea, near Arcasson, and there completely destroyed by the Sylph brig, Aug. 23, 1796. The particulars of this latter service will be given in the supplement to our memoir of Sir R. G. Keats, G.C.B.*

In Mar. 1797, Lieutenant Joyce left the Galatea in order to join the Prince 98, flag-ship of Sir Roger Curtis, Bart. under whom he had served in the Queen Charlotte and Brunswick, during the Spanish and Russian armaments. From Oct. 1799 until the peace of Amiens, we find him in the Ville de Paris, a first rate, successively bearing the flags of Earl St. Vincent and the Hon. William Cornwallis, on the Mediterranean and Channel stations. His promotion to the rank of Commander took place April 29, 1802; and about the same time, in compliance with the wishes of his late shipmates, he had the gratification of presenting to the then first Lord of the Admiralty a silk flag, with his lordship's arms beautifully embroidered, and a suitable motto, as already described at p. 30 of our first volume.

* During the same period, Lieutenant Joyce was also frequently employed in boats, cutting out vessels from under the enemy's batteries.

In May, 1803, Captain Joyce was appointed to the Discovery bomb, which vessel was frequently sent to throw shells into Boulogne, Calais, and other French ports, during the time that he commanded her. His subsequent appointments were to the Dasher and Favorite, sloops of war; but the latter he was obliged to decline accepting, in consequence of some very urgent domestic concerns requiring his personal attendance at home. These being arranged in the course of a few months, he immediately applied for employment, and was accordingly appointed, in April 1805, to the Camel 44, fitted for the conveyance of stores.

After making two or three trips to Gibraltar, Captain Joyce accompanied Rear-Admiral George Murray to the Cape of Good Hope, St. Helena, and Monte Video*. The following is an extract of that officer's official despatches, announcing the failure of the attempt to regain possession of Buenos Ayres, in July, 1807:

"I have seen Captains Rowley and Joyce, who were landed with the seamen, and am happy to find two only are missing. The persevering conduct of Captains Rowley and Joyce, and the seamen under their command, merits the highest encomiums. They had to drag the cannon for miles through the swamps, and the men were always harnessed to them."

The Camel being broken up on her return from South America, Captain Joyce was then appointed to the Redpole brig, which vessel he continued to command until Aug. 1809, when he received a post-commission dated back to the 11th April preceding, as a reward for his intrepid and judicious conduct in Aix Roads, which is thus described by Captain E. P. Brenton:

"After the daring Woolridge, in the Mediator, had broken the boom, Captain Joyce, in the Zephyr fire-ship, ran in, and when distant from one of the French ships of the line about two cables' length, fired his trains, placed his people in the boat, himself and Mr. James Sedgwick Lean (master's mate), only remaining on board, till the vessel was in flames fore and aft, when they jumped into the sea, and swam to the gig, which they reached with great difficulty. By this time the Zephyr was so close to the French ship, that she was kept off only by fire-booms, while the enemy cut their cables, and

* See Vol. II. Part II. p. 791.

by that means avoided the danger. The batteries and all the ships at the same time kept up a constant and furious fire of shot, shells, grape, and musketry, but without doing any injury to Captain Joyce or his boat. The flood-tide, which ran strong, and the wind and sea being all against them, the boat was exposed to this fire; and what considerably increased their danger, was the explosion of another fire-vessel, just without them, which distinctly showed their position to the enemy *."

Captain Joyce and his gallant companions reached Lord Cochrane's frigate in a nearly exhausted state, from having had to pull hard against tide, wind, and sea, for upwards of four hours. It is unnecessary to say that their conduct was universally admired.

In May, 1810, the subject of this memoir was appointed acting Captain of the Amazon frigate, and sent to co-operate with the Spanish patriots in harassing their invaders, destroying the French batteries, &c., and laying bare of defence the sea-coast in the enemy's possession †.

Captain Joyce was thus employed for a period of nine months; and subsequently appointed, *pro tempore*, to the Manilla 36, in which frigate he conveyed Sir John Sherbrooke to his government at Halifax.

The winter of 1811, and the spring of the succeeding year, will be ever remarkable in the page of history, for the calamities it entailed on the British navy: in our annals we have not a year of equal misfortunes, since the death of Sir Cloudesley Shovel. Among the numerous men of war doomed to destruction at the above-mentioned era, was the Manilla, which ship had been some time cruising off the Texel. At about 6-30 P.M., on the 28th Jan. 1812, when by the soundings the pilots considered her nearer to Smith's Knowl than the Dutch coast, it then blowing a gale of wind from the S.W., and the weather very thick, she struck on that part of the Haak sands where the Hero 74, with all her crew, perished not three weeks before. On striking, the sails were hove aback, the water started, and every effort made to get her off, but in vain; unfortunately she had taken the ground

* See *Nav. Hist.* Vol. IV. p. 284.
† See Vol. II. Part I. pp. 272—274.

at high water, and the falling tide rendered her immoveable. At nine o'clock, the increasing danger of the frigate compelled Captain Joyce to fire several guns, as signals of distress: the generous and humane De Winter despatched his small vessels to her assistance; but the violence of the wind and sea rendered it impossible to approach her. The masts were now cut away, and orders given for the formation of a raft, every hope of saving her being abandoned.

At day-light on the morning of the 29th, none of the English cruisers were in sight; and the display of British colours keeping the small vessels of the enemy at a distance, Captain Joyce called a council of his officers, who unanimously agreed that no prospect of escape remained; a French ensign was then hoisted over the English, when the schuyts advanced towards the wreck, and picked up the raft, on which were 36 men; but this was all that could be done on that day, the whole of which was passed by the remainder of the Manilla's crew in awful expectation of immediate dissolution.

The gale abating on the evening of the 29th, the Dutch boats made another attempt to reach her; guns were discharged at intervals during the night, to indicate her situation; but it was not until the ensuing morning that they were enabled to come alongside; when, with a perseverance which reflects honor on the name and character of the Dutch, they succeeded in rescuing the whole of the survivors* from destruction. Captain Joyce having seen every man off the wreck, then got into a boat, and was carried to the French squadron in the Texel. The next day he and his officers were landed and sent to Verdun, where they continued as prisoners till the conclusion of the war.

* Nine men were killed and twelve others wounded, by the blowing up of a box containing cartridges, into which a spark emitted from a blue-light had fallen.

JAMES CAULFIELD, Esq.

Was made a Lieutenant in 1795, and advanced to the rank of Commander, May 7, 1804. In 1808, we find him commanding the Thunder bomb, on the Baltic station.

On the 9th June, Captain Caulfield got under weigh from Malmo road, with seventy homeward-bound merchantmen under his protection, and the Charger, Piercer, and Turbulent gun-brigs in company. At 5-20 P. M., just as the convoy had arrived abreast of the south end of Saltholm, the wind died away, and the Danish gun-boats, always on the alert, came out to the number of 25, and commenced an attack upon the Turbulent, Lieutenant George Wood, whose station was in the rear. As the flotilla approached, the Turbulent opened a fire from her carronades, and the Thunder threw shells and one-pound balls from her mortars; but the Charger and Piercer were at too great a distance to co-operate. At 5-40, the Turbulent's main-top-mast fell; and she was shortly afterwards boarded.

At 6 o'clock; having secured their prize, the Danes formed on both quarters and astern of the Thunder, and kept up, as they rapidly advanced, a very heavy fire. The British bomb then got her two long 6-pounders out of the stern ports, and returned the fire both from them and from the broadside carronades, as the latter could be brought to bear. At 10-10 P. M. finding they could not induce Captain Caulfield to haul down his colours, the enemy ceased firing, and retired with twelve or thirteen vessels, which they had been enabled to capture. We have no means of showing the loss, if any, sustained by the Thunder; but we find that, for his gallant defence, her commander received the public approbation of Sir James Saumarez, K. B.; and that the merchants at Lloyd's, connected with the Baltic trade, presented him with 100 guineas to purchase a piece of plate.

After the retreat of the Russian fleet into Rogerswick*, Captain Caulfield was ordered to bombard that port, which he did

* See Vol. II. P. II. p. 649.

for a fortnight, but without producing any visible effect, until one of his shells fell into a magazine, and caused a tremendous explosion. Sir James Saumarez, seeing that the strength of the place forbade a nearer approach, or more vigorous attack with his squadron, recalled the Thunder, whose destruction he supposed inevitable, unless speedily removed, the shot and shells of the enemy falling thick about her. Captain Caulfield being regardless of the signal of recall, the commander-in-chief sent an officer to desire he would move out of gun-shot; but he gallantly returned for answer, that "as he conceived his position was a good one, he hoped the Admiral would permit him to remain a little longer!"

On the 20th and 24th April, 1809, the Thunder was employed bombarding the Regulus, a French 74, then lying aground on a shoal at the entrance of the Charente, but which ship afterwards got afloat, and made her escape to Rochefort. Although not present at the previous attack made upon the enemy's squadron at Aix Roads, Captain Caulfield was included in the promotion that took place after Lord Gambier's trial, and his post commission dated back to the 11th April. In the following year we find him commanding the Cornwallis frigate, and assisting at the reduction of the Isle of France.

WILLIAM GODFREY, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer served as a midshipman of the Culloden, on the memorable 1st June, 1794; and was senior Lieutenant of the Prince, a second rate, at the glorious battle of Trafalgar. His promotion to the rank of Commander took place Dec. 24, 1805.

In July 1807, we find Captain Godfrey commanding the Ætna bomb, and accompanying the fleet under Admiral Gambier to Copenhagen. The nature of the operations in which he was there engaged will be seen by reference to our memoir of Captain George Cocks, at p. 238 *et seq.* of this volume.

The Ætna was the only vessel of her class that assisted, or was even present, at the destruction of the French ships in Aix Roads, which anchorage she entered nearly half an hour before Lord Cochrane opened his fire, on the 12th April 1809. The following is an extract of the commander-in-chief's official despatch:

"I should feel that I did not do justice to Captain Godfrey, of the Ætna, in bombarding the enemy's ships on the 12th, and nearly all the day of the 13th, if I did not recommend him to their lordships' notice."

From the evidence given by this officer at the trial of Lord Gambier, it appears that the Ætna's 13-inch mortar was split on the 13th, at night; and that she had fired away all her 10-inch shells by the evening of the 14th. He also deposed that she shifted her anchorage eight times for the purpose of bombarding the enemy more effectually, and that she did not quit the mouth of the Charente until the 29th. In consequence of the above recommendation, Captain Godfrey was advanced to post rank as soon as the investigation alluded to was over; by commission dated back to the 11th April.

Agent.— —— M'Inerheny, Esq.

JOSEPH SPEAR, Esq.

This officer was born at Weymouth, in Dorsetshire; and he appears to have first embarked as a midshipman, in 1779, under the protection of Captain Taylor Penny, a native of the same place, then commanding the Marlborough 74.

The commencement of Mr. Spear's naval career was by no means an unpromising one, as the Marlborough formed part of the fleet sent under Sir George B. Rodney to the relief of Gibraltar, in Dec. 1779; and she consequently assisted at the capture of a Spanish convoy, and the defeat of Don Juan de Langara, Jan. 8 and 16, 1780. On these occasions the enemy lost eight sail of the line, six armed ships belonging to the Royal Caraccas Company, and fourteen transports laden with naval stores, provisions, &c. Returning from Gibraltar to England, Mr. Spear also witnessed the capture of a French 64-gun

ship, and three transports, part of a fleet bound to the Mauritius *.

From this period, the Marlborough served with the Channel fleet until the commencement of 1782, when Captain Penny was sent out to reinforce Sir George Rodney's fleet at the Leeward Islands, where he arrived a few days previous to the decisive battle of April 12th, and on that occasion had the honor of leading into action. The Marlborough's loss was 3 killed and 16 wounded.

Mr. Spear continued in that ship until she was paid off at the conclusion of hostilities; from which period he served on board the Orestes sloop, Ardent 64, and Bellona, a third rate, till promoted to the rank of Lieutenant, Oct. 15, 1790. During the remainder of the peace we find him serving as first of the Swan sloop, on the East India station. His subsequent appointments were to the Audacious 74, Triton frigate, Saturn 74, Jupiter 50, and St. Albans 64; the latter ship bearing the flag of Vice-Admiral Vandeput, by whom he was made a Commander into the Lily sloop, on the Halifax station, about Sept. 1799†.

In 1802, Captain Spear exchanged into the Chichester 44, armed *en flute*, which ship returned home Feb. 13, 1803. In June following, he conveyed the second battalion of the Royal Scots from Portsmouth to Barbadoes, making the voyage in 26 days. While disembarking the troops in Carlisle Bay, he observed a brig passing the anchorage under Dutch colours, and as a renewal of the war with Holland appeared very probable at the time of his departure from Spithead, where the Chichester had been kept two days waiting for despatches after she was reported ready for sea, he immediately sent his boats out to detain her, the ship he commanded being the only one then in the bay. Two days afterwards Commodore Hood arrived, and on being made acquainted with the cir-

* See Vol. I. note † at p. 3 *et seq.*; and the text at p. 4.

† Lieutenant Spear was in the Jupiter with Commodore Payne, when that officer conveyed her S. H. the Princess Caroline of Brunswick from Cuxhaven to the Thames; and with Vice-Admiral Vandeput, at Lisbon, previous to his assuming the command at Halifax.

cumstance he thanked Captain Spear for putting money in his pocket so soon, informing him, at the same time, that the despatches he had brought out contained orders to seize all vessels belonging to the Batavian republic. The brig thus judiciously detained was the Vrow Elizabeth, with a cargo of coffee and cotton, which sold for 20,000*l.* Barbadoes currency.

After assisting at the reduction of St. Lucia, Tobago *, Demerara, Essequibo, and Berbice †, Captain Spear proceeded to Tortola, and took charge of the homeward-bound trade, consisting of sixty-three sail, the whole of which reached England in safety, although the fleet was thrice dispersed by different gales of wind, and the Chichester had only one small vessel of war to assist her in re-collecting them.

Having refitted his ship at Portsmouth, Captain Spear again sailed for the Leeward Islands, to join Rear-Admiral Cochrane, by whom he was successively appointed, *pro tempore* to the Ethalion frigate, to command the Dart sloop, and to act as Captain of his own flag-ship, the Northumberland 74. Whilst in the Ethalion, he recaptured the ship Eliza, from Cork bound to Antigua, with a cargo of provisions.

Captain Spear's appointment to the Northumberland took place about the time that Monsieur Villaumez made his appearance in the West Indies, with a French squadron under his orders, consisting of the Foudroyant 80 (flag-ship), Cassard, Impétueux, Patriote, Eole, and Vétéran, 74's (the latter commanded by Jérôme Buonaparte); the Valeureuse frigate; and two brig-corvettes, with the names of which we are not acquainted.

On the 9th June, 1806, Jérôme Buonaparte anchored in Fort Royal bay, Martinique, having narrowly escaped an encounter with the Northumberland, which ship arrived a few hours afterwards from Barbadoes, in consequence of informa-

* See Vol. I note at p. 481.

† Demarara and its dependencies were taken possession of by the British Sept. 20, 1803; Berbice also surrendered by capitulation on the 25th of the same month. The Dutch shipping captured at those places consisted of one corvette, one schooner, and twelve merchantmen.

tion that the Vétéran had been seen off the north end of that island. On the 15th, at 3 A.M., the Northumberland, in a heavy squall, carried away her fore-yard and top-mast, and was obliged to bear up for St. Lucia, in order to replace them. On the afternoon of the same day, the Eole and Impétueux arrived at Fort Royal; on the 20th, the Foudroyant and Valeureuse succeeded in reaching the same anchorage, although chased by Sir Alexander Cochrane's squadron; and on the 24th, the like good fortune attended the Cassard and Patriote. During the pursuit of the two latter ships, the Northumberland, a second time, carried away her fore-yard. The enemy's subsequent proceedings have been described at p. 69 *et seq.* of this volume, and it therefore only remains for us to state, that they abandoned their intention of attacking the 280 valuable British merchantmen then collected at Tortola, rather than run the risk of engaging the very inferior force under Sir Alexander Cochrane, consisting of only three 74's, and the Agamemnon 64, to which ship Captain Spear had been appointed, *pro tempore*, on the 28th June, eight days previous to the meeting off Tortola.

After having contributed to the preservation of so much valuable property, Captain Spear returned to the Dart, in which sloop he captured la Jeune Gabriella, a three-masted schooner privateer, of 8 guns and 75 men, Nov. 9, 1806; and recaptured a brig from Halifax bound to Trinidad, laden with fish, &c.*

Captain Spear's next appointment was to the Nimrod sloop, and in her we find him capturing la Firmeza, a Spanish packet, from Cadiz to Carthagena; also la Nouvelle Enterprise, French privateer, of 5 guns and 55 men: the latter vessel fell into his hands Dec. 26, 1807.

From the Nimrod, Captain Spear removed to the Goree, mounting 16 twenty-four-pounder carronades, 6 twelves, and 2 long sixes, with a complement of 120 officers, men, and boys†.

* The Wolverene brig appears to have been present at the capture of the privateer.

† The above vessel had recently been restored to the British navy. She was formerly the Favorite sloop, built in 1794, captured by a French

On the morning of April 22, 1808, being then at single anchor in Grand Bourg bay, Marie-Galante, Captain Spear discovered two brigs of war in the S. E., standing to the northward; and at nine o'clock, finding that they paid no attention to the private signal, he slipped his cable and made all sail in chase, with a moderate breeze at E. S. E.

Confident in their strength, the strangers immediately shortened sail, and hoisted French colours. At 10 A. M., the action commenced (about four miles from the town of Grand Bourg), one brig to leeward of the Goree, within pistol-shot, the other on her weather quarter; and both of them giving their guns the greatest elevation, in order to cripple her aloft, which unfortunately they accomplished.

At the end of an hour's cannonade, observing the approach of a British brig, the enemy bore up, and were speedily under a press of canvas, leaving the Goree with her top-sail-yards shot through in the slings, the fore-yard without lifts or braces, the starboard quarter of the main-yard cut through, and the sail torn away from the part remaining aloft, the whole of the lower-masts and top-masts badly wounded, scarcely a shroud or brace left uninjured, the peak-haliards gone, and the ship in other respects so disabled as entirely to preclude the possibility of pursuing them. Owing, however, to the high firing of her two opponents, the Goree had only 1 man killed, and not more than 4 persons wounded; whereas their joint loss amounted to 8 slain and 21 wounded.

The enemy's brigs were both intercepted by British cruisers in Oct. following, and proved to be the Pylade and Palineur, each mounting 14 twenty-four-pounder carronades and 2 long guns (nines and sixes), with a complement of 110 men. Sir Alexander Cochrane, when reporting the capture of the latter vessel, informed the Admiralty that she was "*the last of the two which were so gallantly beaten by his Majesty's sloop Goree**."

squadron off the Cape de Verds, Jan. 6, 1806; and retaken by the Jason frigate, near the coast of Surinam, Jan. 27, 1807; at which period she mounted 16 long sixes on the main-deck. See p. 135 of this volume.

* The Palineur, subsequent to her action with the Goree, captured the

It has been incorrectly stated by a contemporary, that Captain Spear, "having ascertained that they were enemy's vessels," previous to his leaving Grand Bourg bay, "hoisted a signal to that effect to the brig-sloop Supérieure, of 12 eighteen-pounder carronades and 2 long twelves, Captain Andrew Hodge, at an anchor a few miles off in the N. W." * It is true that the vessel alluded to had arrived in St. Louis' bay the preceding evening; but she anchored so close to the shore, in the bight of the bay, that it was impossible to see even the heads of her masts from where the Goree lay; and, moreover, Captain Spear was quite ignorant of her being there. The fact is, that the Supérieure knew nothing of what was going on to windward, until an officer, sent round by the governor of Marie-Galante, informed her commander † that Captain Spear had already commenced action. We mention this circumstance in order that the latter may not be deprived of any portion of the credit justly due to him, for having so promptly gone out to fight an enemy of nearly double his own force, *no other* British vessel being then in sight, and the Goree eight men short of complement. At the same time great praise is also due to the commander of the Supérieure for his activity in getting under weigh immediately the governor's message reached him, particularly as he was then in the act of landing his empty water casks, and his vessel unavoidably in disorder.

The same author says, that, after the action, when "with no other sail to set than her fore-sail and driver, the Goree hauled her wind for Marie-Galante, and in about half an hour regained the anchorage she had left;" whereas we know that Captain Spear, finding he had not a whole sail left, and his small bower-cable being shot through, brought up with the stream-anchor, in deep water, on the very spot where the enemy left him; and continued there until the boats left at

Carnation, a British brig mounting 16 thirty-two-pounder carronades and 2 long sixes. See Captain SAMUEL BARTLETT DESCKER.

* See James's *Nav. Hist.* 2d edit. vol. v. p. 59.

† Captain William Robilliard, not Andrew Hodge.

the slip-buoy in the morning were brought back, manned, and sent a-head to tow. In the mean time Captain Robilliard prevented the French brigs from gaining Guadaloupe, and kept up a running fight with one of them until they reached the Saintes.

As soon as the Goree was secured in Grand Bourg bay, Captain Spear went on shore to dine with the Governor; and on landing he found the whole garrison drawn up to receive him, presenting their arms as he passed, the drums at the same time beating a march, and the fifes playing "Rule Britannia." This flattering compliment was paid him at the request of the marine officers, who were such near spectators of the combat*. Captain Spear shortly afterwards received a letter of thanks from his commander-in-chief, of which the following is a copy:

"*Belleisle, Carlisle Bay, Barbadoes, 9th May*, 1808.

"Sir,—I have to acknowledge the receipt of your letter of the 23d April, acquainting me with your having engaged two French corvettes; and I am sorry that the spirit and gallantry displayed by yourself, officers, and crew, did not meet with the success which you all so evidently deserved. I request you to accept my thanks; and also to make the same known to your officers and crew. I am, &c.

(Signed) "ALEX. COCHRANE."

"*To Captain Spear, H. M. sloop Goree.*"

During the above gallant action, Captain Spear felt something like a blow on the left shoulder, and on looking round saw the helmsman in the act of throwing his epaulette into the binnacle. The man being questioned as to his motive for tearing it off, coolly replied, "I saw a fellow in the Frenchman's fore-top levelling a musket at you." This little anecdote will serve to show that the commander of the Goree possessed the esteem of his crew. The seaman who thus considerately stripped him of his honorable badge was an American, originally impressed into the British service, and naturally anxious to return to his native country: he was at that time doing duty as quarter-

* Marie-Galante had been taken by the British on the 2d of the preceding month, and was garrisoned by a detachment of royal marines. The manner in which it was captured will be seen by reference to pp. 110 and 111.

master, and, being coxswain of the pinnace, he had had frequent opportunities of deserting; but, as confidence was reposed in him, he would not betray his trust. The first time Captain Spear had an interview with Sir Alexander Cochrane after the action, he made a point of relating the above circumstance, and the Admiral, with a very proper feeling, immediately ordered the worthy fellow to be discharged.

We cannot refrain from noticing another circumstance connected with this exploit, equally creditable to all the parties concerned.

While the Goree was shifting her lower-masts and bowsprit, in English harbour, Antigua, the Hon. George Alfred Crofton arrived there with an Admiralty commission appointing him to the command of that vessel; and Captain Spear, at the same time, received an appointment to the Fawn sloop, vacant by the recent demise of Captain Fasham Roby. Captain Crofton, in a very handsome manner, remarked to Sir Alexander Cochrane, that as a battle often caused officers and men to become more strongly attached to each other, Captain Spear would probably wish to continue in the Goree; in which case he himself had no objection whatever to take the Fawn. The Admiral, in an equally kind and accommodating mood, signed two commissions, leaving a blank for each ship's name, to be filled up according to mutual agreement. It is almost unnecessary to add, that Captain Spear preferred remaining in the Goree.

Although the official account of the above action was not gazetted (Captain Spear's gallant exertions having proved unsuccessful), the Admiralty signified their approbation of his spirited conduct by immediately confirming the gentleman who was acting as his second Lieutenant*. The first, Mr. James Locke, son of Captain (now Vice-Admiral) Locke, fell a sacrifice to the yellow fever, brought on by over exertion, and exposing himself too much in the sun, while forwarding the re-equipment of the sloop, at Antigua. In him the service lost a fine promising young officer, of whom Captain Spear entertained the highest opinion.

* Mr. Thomas Clack.

On the 24th Nov. 1808, the Goree captured le Genera Villaret, French ship letter of marque, of 8 guns and 32 men, with a cargo of sugar, coffee, and cotton. She subsequently assisted at the reduction of Martinique, from whence Captain Spear returned to England with Sir Alexander Cochrane's official account of that conquest, in which we find the Rear-Admiral referring the Lords of the Admiralty to him for any other information, and describing him as "an old and deserving Commander." He arrived in London April 12, 1809, and was promoted to post rank on the following day.

Captain Spear subsequently commanded the Royal Sovereign of 100 guns, and Temeraire 98; the former for nearly twelve months, as a private ship, off Toulon, under the orders of Sir Charles Cotton, Bart.; and the latter bearing the flag of his worthy friend Rear-Admiral Pickmore, third in command of the Mediterranean fleet. His appointments to those ships took place in April, 1810, and Mar. 1811 *.

On the 7th Aug. 1811, the British fleet anchored in Hieres bay, leaving a squadron of observation off Cape Sicie. On the 13th, when getting under weigh, the wind fell, and the Temeraire drifted close to a heavy battery, at the N. E. end of Porquerolle. The second shot fired by the enemy (a 36-pounder) came in on the gangway, where Captain Spear was conversing with the master, Mr. Robert Duncan, took off one of that officer's legs and the fleshy part of the other, then passed through the quarter-deck, and dismounted one of the main-deck guns on the opposite side. Without waiting for a signal from Sir Edward Pellew, then chief in command, the Temeraire immediately opened a tremendous fire, which had such an effect on the Frenchmen's nerves that, although some time elapsed before she could be towed out of range, not another shot struck her. When conveyed to the cockpit, Mr. Duncan would not suffer the surgeon to perform the neces-

* Vice-Admiral Pickmore, Governor of Newfoundland, died at St. John's, Feb. 24, 1818. "His natural kindness of heart, while it smoothed his own course down the rugged stream of life, endeared him to his private friends, and fixed the esteem and attachment of those engaged with him in the arduous duties of his profession." See *Nav. Chron.* vol. xxxix. p. 344.

sary operation until a miniature picture of his wife was brought to him, when, having hung it round his neck, he desired him to "*go on!*" The worthy man did well, and, we believe, is still living. Five of the Temeraire's men were slightly wounded by splinters on the same occasion.

After this affair, the Temeraire proceeded to Mahon for the purpose of shifting her main-mast, which had been sprung a considerable time. While there, a fever broke out among her officers and crew, and nearly half of them were soon in the hospital, to which her commander was also under the necessity of going. On the arrival of the fleet, the physician, Dr. Burnett, reported to Sir Edward Pellew, that the state of Captain Spear's health rendered it absolutely necessary for him to hasten home; and the commander-in-chief was kind enough to allow him to do so without undergoing a survey, Rear-Admiral Pickmore having shifted his flag into the Royal George, a first rate, sent out to relieve the Temeraire, and to which ship Captain Spear would also have removed, had his health permitted him to continue in the Mediterranean *.

The subject of this memoir married, 1st, in 1809, Grace, second daughter of Ludovick Grant, eldest son of James Grant, of Knockandow, in Murrayshire, Esq., by Lady Grizel Gordon, third daughter of Charles, second Earl of Aboyne; 2dly, Grace, eldest daughter of the Rev. Patrick Grant, and, as well as his former lady, a second cousin to the present Earl of Aboyne.

Agent.—Joseph Dufaur, Esq.

* On the above medical report being made to Sir Edward Pellew, he was kind enough to say that Captain Spear should go home in the command of his own ship; for he understood "she was well appointed," and hoped that by the time Captain Spear got as far to the northward as Cape St. Vincent his health would be much better; which was the case.

WILLIAM WELLS, Esq.

Son of the late Vice-Admiral Thomas Wells*, by Miss Freemantle, sister to the late Sir Thomas Francis Freemantle, Bart., G. C. B. †

This officer was born at Holme, Mar. 15, 1788; and he first embarked, in April 1800, as a midshipman on board the Glory 98, commanded by his father, and employed on Channel service. We afterwards find him serving under Sir Richard Bickerton and Captain (now Vice-Admiral) Donnelly, in the Swiftsure 74, Kent 80, Madras 54, and Narcissus 32, on the Mediterranean station. His promotion to the rank of Lieutenant took place July 17, 1805; and his appointments as such were to the Juno 32, Neptune 98, and la Modeste 36, from which latter ship he was appointed to act as Captain of the Terpsichore 32, in the East Indies, about June 1807. His commission as a Commander bears date Dec. 28, 1807.

Captain Wells subsequently commanded the Duncan 38, Blanche 28, and Barracouta of 18 guns; the latter vessel principally employed in the China Seas and Eastern Archipelago. He returned to England in the Fox frigate, bringing home specie to the amount of half a million sterling, at the close of 1811. Post commission dated April 28, 1809.

Captain Wells married, Feb. 2, 1816, Lady Elizabeth Proby, youngest daughter of the Earl of Carysfort. He died at Holme Wood, Aug. 3, 1826.

THOMAS WITHERS, Esq.

A Knight of the Imperial Ottoman Order of the Crescent ‡.

Was born at Knapton, North Walsham, co. Norfolk, Sept. 17, 1769; and received a nautical education in the mathema-

* See note ‡ at p. 654 of Vol. II. Part II.

† The grandfather of Captain Wells was a Director of the Royal Hospital at Greenwich, upwards of thirty years. The family have been settled at Holme, in Huntingdonshire, from the earliest records of that parish.

‡ See Vol. I, p. 130.

tical ward of Christ's Hospital, London, under the tuition of the late Mr. William Wales.

Although we know that the subject of this memoir was borne on the books of one or two ships during the last three years and nine months of the American revolutionary war, and that he subsequently served as a midshipman and master's mate, on the East and West India stations; it is not in our power to state with precision the names of the different commanders he sailed under, previous to his joining the renowned Nelson, at the commencement of hostilities against France, in 1793.

The Agamemnon 64, commanded by that heroic officer, formed part of Lord Hood's fleet, at the occupation of Toulon; and was subsequently sent to cruise off Sardinia, where she appears to have fallen in with four French frigates and a brig, under the orders of Commodore Perrée. While pursuing one of the former, in hopes of cutting her off before the others could come to her assistance, the British ship had one man slain, six persons wounded, and her masts, sails, and rigging much damaged. Mr. Withers afterwards assisted at the reduction of Bastia and Calvi; and he also bore a part in Vice-Admiral Hotham's partial actions with the republican fleet, off Genoa and the Hieres islands, in March and July, 1795.

In Aug. following, Captain Nelson was sent to co-operate with the allied armies in an attempt to expel the enemy from the Genoese territories; and whilst thus employed, Mr. Withers was engaged in numerous boat affairs, on one of which occasions he received a slight wound, and upon another was taken prisoner by the French, who sent him to Montpelier, from whence he was allowed to return to his ship after a detention of little more than three months, Napoleon Buonaparte consenting to exchange his captives, in consequence of Nelson having thought proper to restore to that General some personal property, which had been captured by the Agamemnon and her consorts.

In June 1796, Mr. Withers joined the Captain 74, bearing the broad pendant of Commodore Nelson, under whom he had

the honor of serving as master's-mate at the defeat of the Spanish fleet off Cape St. Vincent, Feb. 14, 1797 *. On the ensuing day he was made a Lieutenant, and appointed to the Salvador del Mundo of 110 guns, in which ship he continued until paid off at Plymouth, in the month of Dec. following.

After remaining on half-pay for about two months, Lieutenant Withers received an appointment to the Terrible 74, then commanded by Sir Richard Bickerton, Bart.; under whose flag we also find him serving during the memorable expedition against the French in Egypt. An important service performed by Lieutenant Withers at that period was thus handsomely acknowledged by Captain (now Sir Alexander) Cochrane, in a letter addressed to the above officer:

"*H. M. S. Ajax, 24th Aug.* 1801.

"Sir,—I had almost given over every expectation of being able to conduct the ships you did me the honor to put under my command, into the harbour of Alexandria, when a signal was made from the Port Mahon that she could lead into port. I called Captain Buchanan on board, who informed me that Lieutenant Withers, of the Kent, had surveyed the western Channel so completely as to conceive himself adequate to conduct the squadron into port. Well knowing how anxious the General was for the arrival of the ships, as the left flank of the army could not be covered from the fire of the enemy's ships, upon their near approach to Alexandria, unless by a naval force, I did not therefore hesitate one moment to enter the port, which enabled the army to move on at day-light next morning.

"I have in justice to Lieutenant Withers to beg that you will lay his services before the commander-in-chief, as to him it is entirely owing that the army moved in the morning, and gained a situation from whence they can begin their approaches against Alexandria.

"I have also to beg you will be pleased to signify to his lordship, how perfectly pleased I am with the behaviour of the three Turkish men of war, who conducted themselves in a most judicious manner; the shells from the bomb were thrown with much precision; and the commanders of the different British ships were animated with that proper zeal for his Majesty's service which does them much honor. I am, &c.

(Signed) "ALEX. COCHRANE."

The British detachment under Captain Cochrane's orders consisted of the following sloops:—Cynthia, Captain John Dick; Bonne Citoyenne, Captain Robert Jackson; Victorieuse, Captain John Richards; and Port Mahon, Captain

* See Vol. II, Part II. p. 568 *et seq.*

William Buchanan. The subject of this memoir had been sent in the Kent's barge to assist the boats of those vessels in the blockade of fort Marabout, a strong castle on an island of that name, situated at the western entrance of the western harbour. We should here observe that, whenever detached from his ship upon an enemy's coast, Lieutenant Withers always took with him a lead, line, and compass, by which means he was enabled, at this critical period, to discover and survey the western bogaze, of which no one in the squadron had the least previous knowledge; the attention of the seve- ... been solely directed to the middle passage, ... gun-boats prevented them from surveying ... a sufficient degree of accuracy. The follow- ... Sir Richard Bickerton's letter to Lord Keith, ... ult of his Lieutenant's zealous exertions:

"*Aug.* 24, 1801.

... ve much pleasure in transmitting to your lordship a ... ation. Captain Cochrane, acknowledging ... of Lieutenant Withers of the Kent, by whose exertions the sloops of war were conducted into the harbour of Alexandria in safety, and thereby enabled the detachment of the British army (under Sir Eyre Coote) to approach that town. I am convinced your lordship's report to the Admiralty on this subject will do justice to the merits of Lieutenant Withers; and beg that you will recommend the Turkish officers so highly spoken of by Captain Cochrane to the attention of his highness the Capitan Pacha.

(Signed) "RICHARD BICKERTON."

In April 1803, Lieutenant Withers was appointed by Sir Richard Bickerton to command the Expedition 44, armed *en flute*; in which ship we find him principally employed on the Mediterranean station until May, 1804, when he received orders to pay her off at Chatham, she being reported unfit for further service. His next appointment was, June 1804, to the Tartarus bomb, attached to the Dungeness squadron, under the orders of Rear-Admiral Sir Thomas Louis. In that vessel he had the misfortune to be wrecked, on the sands near West Gate bay, Margate, when proceeding to refit at Chatham, Dec. 20, 1804.

In Sept. following, Captain Withers accepted employment

under the Transport Board, and was entrusted with the charge and direction of a division of transports sent on an expedition to the Elbe and Weser, under the command of Lieutenant-General Lord Cathcart *. His conduct as principal agent at the reduction of Alexandria, in 1807 †, was warmly spoken of by Major-General Fraser, and Captain (now Sir Benjamin) Hallowell; the former declaring him "entitled to praise, for his activity in landing the troops, and for the exertions he afterwards made for supplying them with provisions;" the latter describing the debarkation as "a most [illegible] service, from the great distance the boats had to [illegible] they had to encounter on the beach."

At the close of 1807, Captain Withers [illegible] a body of troops under Sir John Moore; and [illegible] he embarked another division, commanded [illegible] Prevost. After landing that officer and his [illegible] he proceeded to the river St. Lawrence; [illegible] thence in Oct. following, for the purpose [illegible] the equipment of the shipping intended to convey four [illegible] regiments from Nova Scotia to Barbadoes, where a grand expedition was then preparing for the attack of the French West India islands.

On his arrival in Carlisle bay, Captain Withers received the sole charge of all the transports attached to that expedition; and Captain Philip Beaver, who superintended the landing of the main body of the army in Bay Robert, Martinique, acknowledged receiving from him "all that assistance in the various arrangements he had to make, which could be expected from an officer of great zeal and clear comprehension."

After the landing of the troops to windward, some delay occurred in getting the heavy artillery into position, owing to the nature of the roads along which it had to pass; and as the naval detachment serving on shore under Captain Beaver was fully employed, Captain Withers, having first completed the watering of the transports, volunteered to land with 100 picked men from them. This offer was gladly accepted by Lieutenant-General Beckwith, who expressed great satisfaction at

* See p. 224. † See Vol. I. p. 482.

the manner in which the guns were afterwards brought forward. His zealous conduct on this occasion being duly reported to the Admiralty by Sir Alexander Cochrane, Captain Withers was promoted to post rank shortly after the receipt of that officer's despatches; his commission bearing date May 13, 1809.

Captain Withers returned to England in Nov. 1809, and was soon afterwards appointed to succeed Captain (now Rear-Admiral) Cochet, as principal agent for transports on the Mediterranean station.

In 1810, when Joachim Murat marched into Lower Calabria, and encamped his army immediately opposite Messina, threatening to invade Sicily, and boasting that he would effect the subjugation of that fine island in less than 20 days, Captain Withers, and the people under his orders, rendered essential services to the Anglo-Sicilian garrison, by contributing to the formation of a flotilla, and co-operating in most of the conflicts that took place between it and the enemy's numerous gun-boats, during the time that the usurper continued his warlike preparations; a period of more than four months. The following is a copy of a letter which he received from Lieutenant-General Sir John Stuart, shortly after the breaking up of the Neapolitan camp:

"*Messina, 17th Oct.* 1810.

"Sir,—The departure of the enemy from the opposite coast, and the suspension of his demonstrations having, for the moment, put a term to the operations in which we have lately been engaged, I avail myself of that opportunity to take the liberty of betokening to you the sense I entertain of the material assistance which, during the *whole* of that period, the army has derived from the department under your direction, as well as returning to you my best acknowledgments for the voluntary exertions of your personal services, for which we were often indebted to your zeal and activity; —and I have further to request, that you will be so obliging as to become the channel of conveying to the masters and crews of the transports, under your orders, my due impression of the promptitude and alacrity with which, by the employment of their boats and other means in their power, they have afforded us essential support on most occasions of danger as well as fatigue.

(Signed) "J. STUART, Commander of the Forces."

"*To Captain Withers, &c. &c. &c.*"

From July, 1812, until the termination of hostilities, in

1814, Captain Withers was very actively employed on the east coast of Spain; and although the army sent thither from Sicily did not add much lustre to his Majesty's arms, it may be said, with truth, that the expedition was attended to the last with very great fatigue, and oftentimes danger, on the part of the navy and transports. The valuable services of the latter were thus acknowledged in a letter from Rear-Admiral Hallowell to Captain Withers, dated June 19, 1813:

"Sir,—The ardor with which I have been supported by you, and the officers, masters, and seamen of the transports attached to the squadron under my command, engaged in co-operation with the army upon the coast of Catalonia, and the indefatigable zeal and cheerfulness with which they performed the laborious duties that fell to their province, have been so conspicuous as to entitle them to the highest praise on my part. I therefore request that you will accept of my acknowledgments to yourself, and express to the several officers, masters, and seamen of the transports under your direction, my grateful sense of their recent exertions, and my confidence in the continuance of them, whenever the opportunity shall be given.

(Signed) "Benj. Hallowell."

This letter was written the day after the embarkation of the troops recently commanded by Sir John Murray, whose sudden abandonment of the siege of Tarragona afterwards became the subject of a public investigation, on which occasion Captain Withers was summoned to attend at Winchester as a witness. He subsequently returned to the Mediterranean, and continued on that station until the summer of 1816, since which he has not held any appointment. The arduous and responsible nature of his situation at the latter part of the war will readily be conceived, when we state, that the tonnage of the transports under his directions at one time amounted to more than 50,000 tons.

Agents.—Messrs. Cooke, Halford, and Son.

END OF SUPPLEMENT, PART I.

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EW STA

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